

MARINE RECORD

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A CAPTAIN IN PETTICOATS.

One of the few ladies in the United States who enjoy the right to the marine title of captain is Mrs. John D. Persons, wife of Capt. Persons, keeper of Thunder Bay Island life-saving station. Mrs. Persons is another of Ohio's distinguished progeny, having been born in Bath, Summit county. She was educated at Oberlin, near Cleveland, and went to Alpena in 1872 to teach music. Here she met and was married to Capt. Persons, who was shortly afterward appointed keeper of the Thunder Bay Island station.

The island being 15 miles from the nearest point where mail and supplies could be procured, Mrs. Persons frequently went with her husband in a sailing boat to assist him, often encountering severe storms and becoming very proficient as a sailor.

In the year 1889, Mr. Persons built the steam yacht Florence C., taking out engineer's papers, and Mrs. Persons, after standing a very thorough examination, was granted captain's papers, and it is no unusual sight to see the steamer entering Alpena harbor with Mrs. Persons at the wheel.

Although Mrs. Persons has not as yet ever had occasion to use her privilege as commander on any other steamer than her own, no doubt if it was necessary at any time to serve in the capacity of "captain" in other lines of the lake service, she would not be found wanting.

Mrs. Persons has been in the life-saving service for 19 years, during which time she has witnessed and sometimes taken an active part in many scenes of shipwreck.

The captain of the steam yacht Emma G., of Cleveland, is a lady. There is, we believe, a young woman on the Mississippi possessing master's papers, and another on the Ohio. In a comparatively recent issue, the Liverpool Journal of Commerce commented humorously, as follows, on the advent of the new woman on the quarter-deck:

"The Melbourne Argus of April 18, reports at some length the proceedings of the Marine Board held on the previous day, which may not altogether be devoid of interest, both to seafarers and those interested in ships generally. It appears that Miss Barton, having served three years and a half as stewardess in steamers, both coastal, inland and foreign-going, became either dissatisfied with that position or thought she could perform the duties of second mate with more satisfaction to herself, and consequently applied to the Marine Board for permission to present herself for examination as to her fitness to perform the duties of second mate of a foreign-going steamer, and if found duly qualified, to receive the customary certificate. We must beg to dissent from the opening lines of the report of the proceedings, in which it states that the meeting was an "ordinary" one. Technically, perhaps, it may have been; but surely it can seldom have chanced, from the time when Noah and his sons may perhaps have deliberated whether their wives should be permitted to stand a watch or keep a lookout, that a collection of men presumably bent upon earnest business, have had to decide upon so knotty and embarrassing a question. In justice to them, however, it must be said that the discussion was conducted with an amount of fairness, such as must have satisfied even the candidate herself; and she doubtless now recognizes that though her request was refused owing to legal technicalities, still by the lapse of time she will be able to ap-

ply again with at least a good chance of success. It was admitted that the lady was over 17, and was therefore eligible in respect of age, though whether the duties of stewardess could be considered as deck duties was rather a moot point; at the same time it was pointed out that so far as the Act of Parliament was concerned a stewardess was to all intents and purposes a seaman, and the Interpretation Acts of Victoria, 1890, say that in all acts the masculine gender includes females unless specially provided for. This certainly was very awkward, and, to the credit of the male sex be it said, there was one gentleman present with the courage of his opinions, who fearlessly asserted the rights of woman-kind. First qualifying his remarks with the great peacemaker "if," he argued, that if the young lady had possessed the necessary qualifications as to service, she would have been justified in asking to be examined, and that had the Board declined to accede to her request they would have been pointed to by the whole of the colony as a disgrace to humanity. There were female medical students now, and 25 years ago there were none in existence. Because Miss Barton was the first to claim the right to adopt the sea as a profession,

mistress of a ship. There can be no doubt that personal appearance would enter largely into the question, and then consider the fierce rivalry there would be for the position of 'first' or 'only' mate. If this idea should take root with our Antepodean cousins, we may be sure that we have not heard the last of it. New Zealand has led the way with woman suffrage, and with all professions thrown open to both sexes, it will be a difficult matter to draw the line, should the sea be deemed a fair field for the scope of modern woman's enterprise. There are many instances to be found in the pages of history of women who have played their parts manfully on board ship, even outside the pages of Mr. Clark Russell's novels, and with rational dress, aided by universal suffrage, it appears as though there is a possibility of its being even less uncommon in the future."

NOTES.

London Truth pronounces the Terrible practically a failure. We are told that this vessel "is being most severely criticized by all the experts who have inspected her, and naval men are unanimous in abusing her.

She is very unwieldy, her armament is ridiculously inadequate, and she would be a most easy mark for either shell or a torpedo."

The Nippon Yusen Kaisha have just given out orders for five more steamers, of between 5,000 and 6,000 tons gross each, to the following firms: Messrs. D. & W. Henderson & Co., Partick, for three, and Messrs. Napier, Shanks & Bell, Yoker, and Messrs. Workman, Clark & Co., Belfast, for one each. These are in addition to the vessels these builders have already in hand for this company.

Andrew Carnegie says; "The amount we spend upon harbors and rivers, in my opinion, should be doubled, as no money expended yields such benefits to the country. There is an unwise economy and a wise extravagance. Our country is very rich, indeed, but has been sadly misgoverned financially. The government should go out of the banking business, and we should stand firmly on gold."

The Bureau of Construction and Repair has made its monthly statement showing the progress of work on vessels under construction. The Puritan leads with 97 per cent to her credit. The Brooklyn is next with 90, followed by the gunboats Nashville, Wilmington and Helena each, 85; Iowa, 68; torpedo boat No. 3, 50; gunboats 11 and 12, 45; torpedo boat No. 4, 45; torpedo boat No. 5, 44; submarine torpedo boat, 34; gunboats Nos. 14 and 15, 22; gunboats 10, 15, and battleships Kearsarge and Kentucky, 4 each.

NEWLY ENROLLED TONNAGE.

Following is a list of lake vessels to which official numbers and signal letters have been assigned by the Commissioner of Navigation, for the two weeks ending August 22:

Official No.	Rig.	Name.	TONNAGE.		Where Built	Home Port
			Gross.	Net.		
150,730	St. y.	Pathfinder	159.61	111.11	Racine	Chicago
107,239	St. p.	Argand	96.01	96.01	Levanna, O.	Cincinnati
141,445	St. y.	L. Peterson	9.21	6.27	Buffalo	Buffalo
77,231	Schr.	J. Nasmyth	3,422.64	3,162.29	W. Bay City	Duluth
92,740	Schr.	Magna	3,259.43	3,124.70	S. Chicago	Cleveland
34,256	Bge.	CSC Co No. 13	164.92	164.92	Elizabethport	Cleveland



CAPT. MRS. JOHN D. PERSONS.

and demand equal privileges in that respect with the male biped, there was no good and sufficient reason, save lack of the necessary service, why such permission should not be granted her. It was finally decided to inform the candidate that she was not eligible. After one had rubbed one's eyes and made sure that one is awake after reading this report, it may be permitted to speculate a little upon the meaning of it all, and the impression left will probably be one of mild bewilderment. The manning question we have always with us; are we in addition to have the womaning question? The fates forbid. We have, it is true, heard of old women at sea; are we now to hear of young ones also? This would deprive the nautical vocabulary of one of its choicest epithets, for if the term 'old woman' is not to be applied to the duly cautious skipper, where else can his proper nautical appellation be found? Certainly if the imagination is sufficiently active, we can imagine this female aspirant for nautical fame passing through the various grades, either in rational costume or otherwise, and eventually becoming a master, or rather, we should have to amend the act, and say in these cases,

SHIP BUILDING AND REPAIRS.

STOCKS WILL NOT ALL BE EMPTY.

While no official steps have as yet been taken, it is far from unlikely that an order will be placed, inside a few months, by the Cleveland & Buffalo Transit Co., for a sister ship to the City of Buffalo, to be delivered by next June. The time for placing such an order is getting very short, but the Detroit Dry-dock Co., or any other builders to whom such a contract might be awarded, will not be so badly crowded with work as they were last winter, and energies could be concentrated on a new side-wheeler with good effects. Any action in this matter will without doubt be deferred until after election, but then negotiations could go forward rapidly, as the new boat has power so perfectly adapted to the requirements of the line that no changes which would involve study or delay would be necessary.

The pressing need for a second big boat for the line was not marked apparently until within the past two months; but during that time the company has often been seriously embarrassed owing to the wide difference in the capacity and speed of the two lake boats now on the line. The State of Ohio has had to carry much more freight than it had been designed she should move, and on many occasions her passenger capacity has proved far from adequate to the demands upon it. The management were certain that the new City of Buffalo would attract business to their line, but the developments of July and August showed that they had badly underestimated her popularity. Each succeeding week has impressed not only the active management, but the less active directors that the business of the line must retrograde next season if the proper equipment to take care of traffic is not provided. While it is true that there is a wide difference between the capacity of one big boat and that of two, the argument does not apply here, as the traffic for the two will be reached before the second big boat can be built, and the cost of her operation will be little or no larger than that of running the Ohio. This is, of course, unofficial, but Gen. Mangr. Newman admitted, not many days since, that another boat is needed, and could be used to great advantage. The City of Buffalo probably earns far more money than any other boat on the lakes, and as an investment is a grand success.

The new car ferry steamer for the F. & P. M. Railroad, building at F. W. Wheeler & Co.'s shipyard, West Bay City, will be called the Pere Marquette. She will be a twin-screw steamer, with no wheel at the bow, this having proved worse than useless in some of the other Lake Michigan car ferries. The propeller shafts of the Pere Marquette will be enclosed by the frames, in the same manner as the steamships Campania, Lucania, St. Paul, St. Louis, North West, and North Land. This plan is found in practice to fully meet all expectations, being far superior to the method of bracketing. By using the enclosing frame almost the entire shaft is in-board and can be kept under observation. The companies who have built steamers on this plan have been bothered a good deal by demands for royalty on the part of people who claim to have a patent on the device. It is not thought by any of the builders that the plan of building can be covered by a patent, but as some of the stockholders of the American Line are interested in the alleged patent, a royalty was paid by the Cramps, who did not wish to incur any antagonism from this quarter. The North West and North Land were built by days' work, so the builders have turned down the application for royalty on this score. While parties owning the patent may bring suit against builders who construct boats on this plan, it is not likely that they will ever amount to much.

Cecilia Hill is the name of the new tug built at Fish Creek, Wis., which has just been completed and placed in commission by L. B. Hill. She is 93 feet over all by 21 feet beam and 7 feet 7 inches depth. A sectional water-tube boiler, with 250 pounds working pressure, furnishes steam to an 18x18-inch high-pressure engine. Her wheel is 6 feet 10 inches in diameter. The engine shaft and wheel formerly did service in the steamer Lotus, of the Escanaba & Gladstone Transportation Co. The Hill has a hurricane deck, which starts in forward of the beam, and extends to the taffrail, with which it is flush. Beneath the texas, which is on the hurricane deck, is a large and roomy cabin, which when

upholstered and otherwise equipped, will prove comfortable quarters for passengers and others. Below is the berth deck for officers and crew.

While the latest time schedule of the passenger steamships North West and North Land indicate that the former will winter on Lake Erie and the latter at Duluth, yet it is very probable that both will spend the winter on the lower lakes. It is at present the intention of the management to have the boilers of the North West overhauled during the winter, and is considering the advisability of doing the same thing to the North Land, although the latter boilers do not at present appear to be in especial need of it. Mr. Miers Coryell, who superintended the construction of the Belleville boilers for these steamers, paid a visit to Cleveland last Saturday, and his errand is believed to have had some connection with these boilers.

While the American Steel Barge Co.'s management announces that no new work will begin at the West Superior yard until after the financial stringency is relieved, present indications are that the company will be able to go ahead by the close of navigation on the huge steamer and barge which they contemplate building. Unsettling sentiments seem to be on the decline, and business prospects are beginning to improve. Under probable conditions a new dry-dock will also be built at West Superior.

The Sir. William Siemens, sister ship to the Bessemer, is proving a very satisfactory boat. Her maiden cargo was 4,030 tons of Newark ore on an average draft of 14 feet 6½ inches. She made the run from Cleveland to Detroit, on her first trip, in just eight hours, this being very good time for brand new machinery that had hardly been turned over before. Her engines worked splendidly throughout the trip.

Capt. Leonard, who conducts the marine column of the Port Huron Herald, grumbles because several of the boats of the Bessemer Steamship Co. are named in honor of persons of title. He says of the Sir William Siemens that "she certainly cannot be an American vessel, as this nation recognizes no titles of nobility. The Commissioner of Navigation had no right to allow such a name on a Yankee vessel." The captain should remember that the title was conferred upon Siemens solely in recognition of his services in the interest of science and constitutes a title which can be as consistently recognized in America as can the college degree letters of Ph. D., or LL. D. The same is true of Sir Henry Bessemer and other titled gentlemen in honor of whom the ships are named.

While the steel yards expect to shut down, at least until after election, when work on hand at present is disposed of, it is stated that Capt. James Davidson will shortly lay down keels for two or three large wooden steamers. Capt. Davidson has such peculiar advantages in the line of material and workmen, that he can operate a plant and build ships for sale at times when the extent of the investment would frighten other builders.

The tug building of Capt. Davidson's yard for B. B. Inman, of Duluth, will be launched next Saturday. She will be named the G. A. Tomlinson, in honor of the junior member of the firm of La Salle & Co., steamship agents at Duluth. Mr. Tomlinson is a son-in-law of Capt. Davidson. She will be taken to Duluth at once and her machinery put in there. The two other tugs building at this yard will be out Oct. 1.

The new boat which the Goodrich Transportation Co., of Chicago, intends building to take the place of some of the older side-wheelers of the fleet will undoubtedly be a propeller. Mr. W. J. Wood, the naval architect who designed and superintended the work on the Iowa, has been retained, as already announced, for another year, and has begun making plans for the new boat.

Fire broke out at the south yard of the Milwaukee Dry-Dock Co., early last Wednesday morning, and destroyed the office, stock-room, engine-room and blacksmith shop. The loss was about \$4,000, but the plant is fully insured, and the operations at the yard will not be seriously interfered with.

Mr. Cotell, of Hoboken, N. J., has purchased the plant of the late John E. Monk, at Sandusky, and will operate the dry-dock and shipyard there under the name of the Sandusky Dry-Dock Co. He will begin at once to prepare to conduct the business on a wider scale than formerly.

The barge Alex. Holley, of the Rockefeller fleet, has

her forward and after turret connected by telephone. In years to come a telephone exchange, with a "Hello" girl amidships, will doubtless be a part of every first-class steamer's equipment.

The Sir William Fairbairn will probably get away from the Detroit Dry-Dock Co.'s yard on Monday next. The launch of her sister ship at Wyandotte is set for Saturday, September 5.

Steps are being taken at Houghton to organize a ship-building company and to construct a dry-dock in order to meet the needs of vessels desiring repairs when in that locality.

Rieboldt, Wolter & Co. have begun to build an addition to their floating dry-dock at Sturgeon Bay. The additional pumps are already on the ground.

LAUNCHES OF THE WEEK.

JAMES NASMYTH.—The large schooner James Nasmyth, the first of the three ships building at F. W. Wheeler & Co.'s yard for the Bessemer Steamship Co., was launched at 5 o'clock last Thursday afternoon, August 27. The launch was, to some extent, a private one, tickets of admission being issued to those whom it was desired to have attend.

The Nasmyth has the 4,000 tons capacity on 14½ feet draft that is required of all the new boats for the Rockefeller fleet, and is 380 feet long over all, and 366 feet between perpendiculars, by 44 feet 2¾ inches beam, and 26 feet moulded depth. Her height between decks is 9½ feet. She has main-deck beams, but no laid deck, except at the ends. Her deck house is aft, with pilot-house on top of same, and towing-machine house forward, both houses being of steel. She has 11 cargo hatches 28x8 feet, spaced 24 feet centers. There is a collision bulkhead at each end, extending to the spar deck. Screen bulkhead from the spar deck divide the hold into three compartments. The water bottom is 54 inches deep, and is divided by center keelson and solid floors into six compartments for water ballast.

The towing machine and capstans are supplied by the American Ship Windlass Co. There is a donkey boiler aft in the main deck of sufficient capacity to operate the capstan, towing-machine, ballast pump, and dynamo simultaneously. The ballast pump is duplex, with cylinders 12 and 16 inches, with 18 inch stroke, connected to each compartment of the water bottom by separate suction and filling pipes. These pipes have all necessary valves for filling and emptying the compartments separately or all together. The electric light plant has capacity for 150 lamps. Her other equipment consists of a Williamson steam steerer aft, with wheel forward, a reversible capstan amidships, and a double cylinder steam hoisting engine, with cylinders 6x8 inches, on the spar deck amidships. She carries two 3,500-pound stockless anchors at her bows and a 1,200-pound kedge anchor.

GEORGE H. CORLISS.—The Chicago Ship Building Co. launched, on Saturday afternoon, August 29, the steel schooner George H. Corliss, building for the Bessemer Steamship Co. The Corliss is in all important respects very similar to the Nasmyth, described above. She is 352 feet long by 44 feet beam, and 26 feet moulded depth. She is finished with all modern appliances and auxiliary steam equipment, and will carry something more than 4,000 tons on 14½ feet draft. She will be commanded by Capt. H. Gunderson. She will be out next week.

SCHLITZ GLOBE.—Capt. Adolph Frietsch, who sailed across the ocean in the little 47-foot Nina, has built at Milwaukee a little schooner-rigged boat, 28 feet long, named the Schlitz Globe, in which he expects to sail around the world, covering in the space of four years, some 40,000 miles on Lake Michigan, the Mississippi River, Gulf of Mexico, Pacific, Indian and Atlantic Oceans and the Mediterranean Sea.

The Globe was launched last week at Milwaukee, and is substantially built of white oak and cypress. She is flat-bottomed and sharp at both ends, with a 6x6-foot center board. She has two masts, 26 and 30 feet high, and a jib-boom 8 feet long. The cabin is finished in oak and measures 6x12 feet. The boat cost about \$1,200 and is put together to stay through all kinds of weather and to stand the strain of being taken inland for exhibition purposes. An admission fee of ten cents was charged to witness the launch. Capt. Frietsch was in her when she slid down the ways. He will make the voyage unaccompanied.

WRECKS AND WRECKING.

The old schooner Col. Ellsworth, which was recovered from the beach on Whitefish Bay, Lake Superior, and has just been turned out after repairs, was sunk at the Straits about 4 o'clock Wednesday morning, September 2, by collision with the schooner Emily B. Maxwell, of Waugoshance. The crew of the Ellsworth were rescued by the Maxwell. The Ellsworth was bound down without cargo, and the Maxwell was up-bound with alabaster. The port bow of the Maxwell was badly stove in, but the damage was all above water. The Ellsworth had a rating of B1 plus and a valuation of \$2,500 in Inland Lloyds. She was an old timer, having been built at Euclid, O., by Treat in 1861. She is now owned by C. A. Chamberlain, of Detroit.

Examination, by Capt. Cyrus Sinclair, of the P. S. Marsh, which went ashore at Deer Park last week after being waterlogged and abandoned, proves that she is a total loss. Her stern has broken off, and the wreck lies under nine feet of water. The cargo of building stone is not worth salvage expenses.

The schooner Granger is another total loss to add to the season's short record. She was driven ashore on Seul Choix Point, Lake Michigan, in the heavy south-wester of Tuesday night, April 25. The crew succeeded in getting ashore. She was owned and commanded by Capt. William Powers, of Chicago. She was built by Hanson & Scove, at Manitowoc, in 1874, and was valued at Inland Lloyds at \$3,000, rating B½. She was not insured. She had a cargo of cedar which was worth \$800.

Still another veteran which has gone out of existence is the schooner City of the Straits, which was burned to the water's edge in the great fire which consumed the lumber town and part of Ontonagon last week. She was owned by Penoyer Bros., hailed from Port Huron; was valued at \$3,000 and rated B1 plus. She was built at Detroit in 1866 by Capt. J. M. Jones, but was thoroughly rebuilt in 1885.

The little steamer Harvey Watson, owned by the Macatana Park Association, burned to the water line at Holland, Mich., Sunday. It is thought that her machinery was not seriously injured and that the damage to the hull will not exceed \$2,000.

The passenger steamer State of Michigan got to leaking badly through her stern pipe last Sunday on Lake Huron, and had to be beached five miles north of Point aux Barques light at 9 in the evening. The leak was stopped and the boat released Tuesday. She carries nothing but fire insurance. The passenger steamer Pilgrim was damaged by fire Tuesday morning from \$500 to \$1,000.

Capt. H. W. Baker is making excellent progress in wrecking the Oceanica, although his work has been set back on one or two occasions by the swell from vessels whose masters have not been considerate enough to check down when passing. The hole in the bows has been patched up, and the divers have completed a cofferdam on the deck, which reaches above the water as the wreck now lies, the decks being submerged only amidships. The dam extends around the stern and along both sides of the vessel, and is fastened to the upper part of the bow, which projects above water. The walls of the dam consist of 2x6-inch planks, spiked one upon the other. It is hoped to begin pumping today.

The schooner yacht Hawthorne is said to be a total loss as the result of her collision with the Iowa. A hole 9 feet wide, from rail to keel, was cut in her, and nearly every plank or timber is broken or started. She was patched up so as to float, at Milwaukee, but is hardly worth rebuilding.

At last reports wrecking operations on the schooner Mattie C. Bell, ashore at Summer Island, were progressing very slowly, and it is doubtful whether she can be released. Three steam pumps are unable to lower the water in her hold.

Despite the hypnotic efforts of an enterprising undertaker, the sons of Capt. George McKay, of the Little Wissahickon, could not recognize their father in the

floaters found on Lake Erie and taken to Buffalo. The undertaker had to be content with the modest burial charges paid by the city.

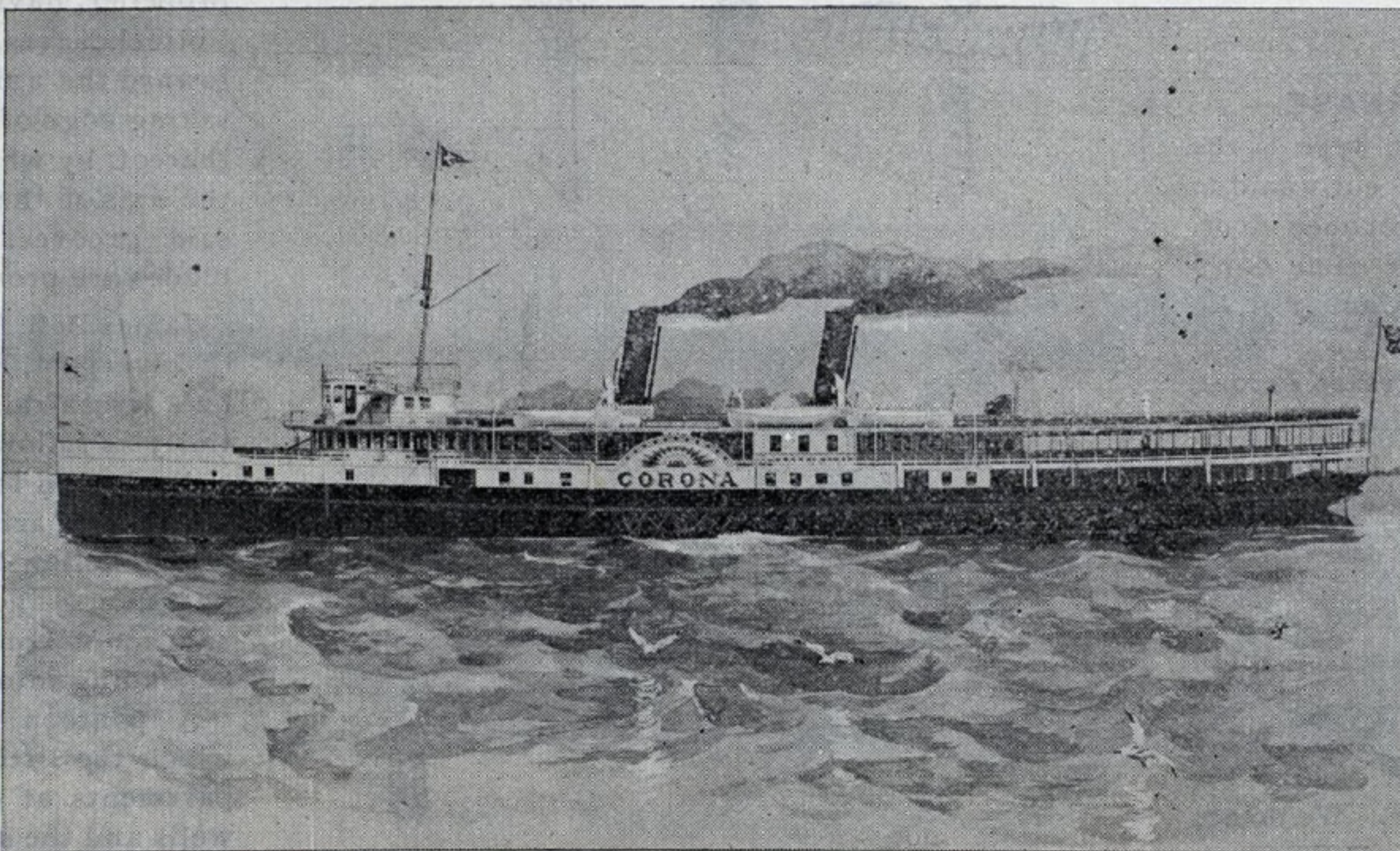
The Michigan Wrecking & Salvage Co. was making good progress on the schooner G. W. Adams, off Colchester, and had her about ready to lift, when a heavy sea badly retarded their operations.

The old schooner Kate Hinchman lies in the mud full of water, alongside the burned steamer Fountain City, at Sturgeon Bay. The scow Restless is also in the boneyard there.

Prof. Carl Myers, the well-known aeronautical engineer, of Frankfort, and Capt. S. Hemen, commanding the steamer Gilbert, of Sackett's Harbor, N. Y., have located the schooner North Star, which sunk with a load of coal several years ago, and lies in 90 feet of water. The wreck was discovered by means of a balloon, the aeronaut being able, when high in air, to look to far greater depths in clear water than in any one near the surface.

GENERAL REPAIR WORK.

CLEVELAND.—The repairs on the William Chisholm are progressing favorably at the Cleveland dry-dock. The collision damage is almost repaired, but the bottom damage will require a good deal longer to complete. The hub of her sectional wheel was found badly cracked, and had to be removed. The engine was damaged about \$300 by the collision. It is claimed that part of the bottom damage, and possibly that to the wheel, was received at some previous time, but this will



THE NIAGARA NAVIGATION CO.'S STEAMER CORONA.

be hard to prove, if any contest is made, as the steamer has not been in dock for more than a year.

The steamer Philip Minch is still in the south basin of the Ship Owners' dry-dock. In the north basin the steamer John N. Glidden is in for a new rudder and bottom calking-up to the 16-foot water-mark. The Hackett got out last Saturday after receiving repairs to her stern pipe. The Tower was in to stop a leak; the G. M. Roby, to get a new forefoot and a plank in her port bow. The tug Gregory had her wheel tightened.

CHICAGO.—At the Chicago Shipbuilding Co.'s the steamer Adella Shores was in dock for repairs to stern-bearing; the schooner Middlesex for bottom calking; the tug Fischer for repairs to stern-bearing; and the tug Ames for some repairs and calking.

The Lydon & Drews Co., dredging contractors, launched a large dump scow Tuesday afternoon; dimensions 116 feet long, 28 feet wide, 10 feet deep.

At Miller Bros.' shipyard the schooner Cheney Ames was in dock. Her bottom received a thorough overhauling and re-caulking. The steamer Mabel Bradshaw was in and had her shoe straightened. The steamer City of Kalamazoo had her wheel refastened; the steamer City of Ludington was in for refastening wheel, and repairs to stern-bearings.

The schooner yacht Hawthorne, sunk by collision with the steamer Iowa, was given sufficient repairs at Milwaukee to keep her afloat. It is doubtful if she is ever rebuilt.

THE NEW STEAMER CORONA.

The Bertram Engine Works, of Toronto, have delivered to the Niagara Navigation Co. the new steel steamer Corona, and she was placed on the route between Lewiston, N. Y., and Toronto, on Thursday, Aug. 27. She is pronounced a twentieth century model of marine architecture of her class. It is her builders' boast that while nothing has been omitted which would contribute to the requisite strength, not a pound of superfluous or useless steel has been used in her construction.

The engine is of the compound, direct-acting type, similar to the engine in the Fall River Line steamer Priscilla and in the lake steamer City of Toledo, and will develop nearly 2,000 horse-power. The steam is furnished from six boilers of the gunboat type, 8 feet in diameter by 16 feet long, placed in two stokeholds, and with two stacks. Each boiler has two 36-inch furnaces. The paddle-wheels are of the feathering type, 20 feet 6 inches in diameter outside of blades, these having 9 feet 8 inches face.

The hull is 277 feet long over all, and 270 feet on the water line, by 32 feet moulded beam and 59 feet width over guards, and 13½ feet moulded depth.

The Corona has a capacity of 2,000 passengers. The forward part of the main deck may be used by passengers, or in the fall for the light freight carried by these steamers. A large stairway, in quartered oak, communicates with the promenade deck above, and just aft of this is the engine, enclosed. This trunk is arranged with glass sides, to give a full view of the working platform to passengers interested in this department of the boat. Provision has also been made to have the electric light plant, of 1,000 lamps capacity, in full view of the public. This plant is located on the main deck, just abaft the main engine, and is most complete in every respect.

Further aft, on the main deck, is the main passenger gangway, social hall, and grand staircase leading to the promenade deck. This is handsomely finished in mahogany, with balustrade in antique designs of ornamental wrought iron work, which is quite a feature in the decoration of the boat. The ladies' cabin, abaft the social hall, is handsomely finished and furnished in blue and gold effects of the light and airy style, giving the apartment a bright as well as an elegant appearance. The Corona will operate in connection with the Chipewewa and Cibola, giving, with the electric lines between Buffalo and Lewiston and Queenston, a superb service to Toronto.

THE FREIGHT SITUATION.

The indications are that the ore movement will be practically closed by October 1, but a good grain movement is expected for fall so very few more boats of the larger class will go into ordinary. The Duluth rate has gone to 1½c. Coal is moving slowly at 25c to all ports.

Duluth and Superior millers have revolted against the rates in flour to New York made by the lake-and-rail lines, and have organized the Commercial Coal Tran. Co. The new company will charter its own tonnage, handle its own freight at Duluth, Superior and Buffalo, and forward to New York via the canal, where the boatmen are once again organizing in opposition to the railroads. They are now compelled to pay about \$4 per ton to New York. On the present basis of freight rates the millers will save 9½c per cwt. on all flour sent to the seaboard. This may decrease to 6c or a little more before the season is closed, but the saving will still be great.

A NEW AMERICAN LINE RECORD.

The American Line steamship St. Paul arrived at New York on August 14, from Southampton, making the passage in 6 days and 31 minutes, beating the western record made by the St. Louis, and dwelt upon at length last week. Her average speed was 21.08 knots. She passed the Needles at 1:44 p. m. August 8, and arrived at Sandy Hook lightship at 9:15 a. m. August 14.

IN THE ENGINE ROOM.

WHITE METAL BEARINGS.

That white metal in bearings offers a good wearing surface when properly fitted is beyond doubt, but, like most other metals, it sometimes plays tricks which are not easily accounted for. Mr. James Adamson, speaking in the discussion on a paper on this subject read before the Institute of Marine Engineers, related the case of a steamer at Glasgow which required to have the whole of her main bearings refilled with new white metal within nine months, having only made two sound voyages, but with the second lot of white metal she ran nine years. He cited another case in which a vessel had a good deal of hard running, and yet she ran for fourteen years with the same white metal that she had in when she left the builder's yard. Another ran for eight years without her bearings requiring to be lined up, and still another for ten years. He had found from experience that a hydro-carbon oil ran better with white metal bearings than an ordinary engine oil. Mr. Adamson gave an instance where white metal had been applied to worn eccentric straps with most satisfactory results. Previously they had given trouble every voyage; in one case the brass had worn down $\frac{3}{16}$ of an inch in a six weeks' voyage. There were six of these eccentric straps, and these were treated with three different kinds of white metal as an experiment. All of them had done equally well, and they had now been running four years without giving the slightest trouble. Mr. Adamson said he did not think that white metal did well as a rule, with water, especially salt water.

WATER-TUBE BOILERS AND GREASE.

Grease in marine boilers of the Scotch type is the terror of engineers, and, as one of them recently said to us: "We are almost afraid to open a furnace door, for fear that one of the furnaces may have come down on us." This is by no means a matter of fancy, or an unreasonable fear, for there seems to be no way of keeping Scotch boilers absolutely free of grease so long as any is used in the cylinders. Some engineers merely swab the piston rods occasionally, never putting any free oil into the cylinders, but even with this good filter boxes, and careful attention to them, the condensers become foul and the boilers are greased. A very small quantity of it is fatal to the furnaces, and the fact that the grease cannot be discovered, or any traces of it, in the event of disaster, lends additional uneasiness to the subject.

It occurs to us that we have not yet heard of any disasters to water-tube boilers from this cause. We do not know of any bagged tubes from the presence of grease. Tubes have sagged over the fire from various causes, possibly defective circulation, possibly from the water being driven out by hard firing, but no cases which could be actually attributed to oil in the tubes has been reported to us. This immunity from disaster may occur from the rapidity of the circulation and from the presence of more or less sediment or deposit, which may exert a scouring action; whatever the cause, water-tube boilers do not seem to be as liable to injury from grease as Scotch boilers. And yet grease must get into water-tube boilers as well as other types, for all are fed from the same source where surface condensers are used.—Engineer.

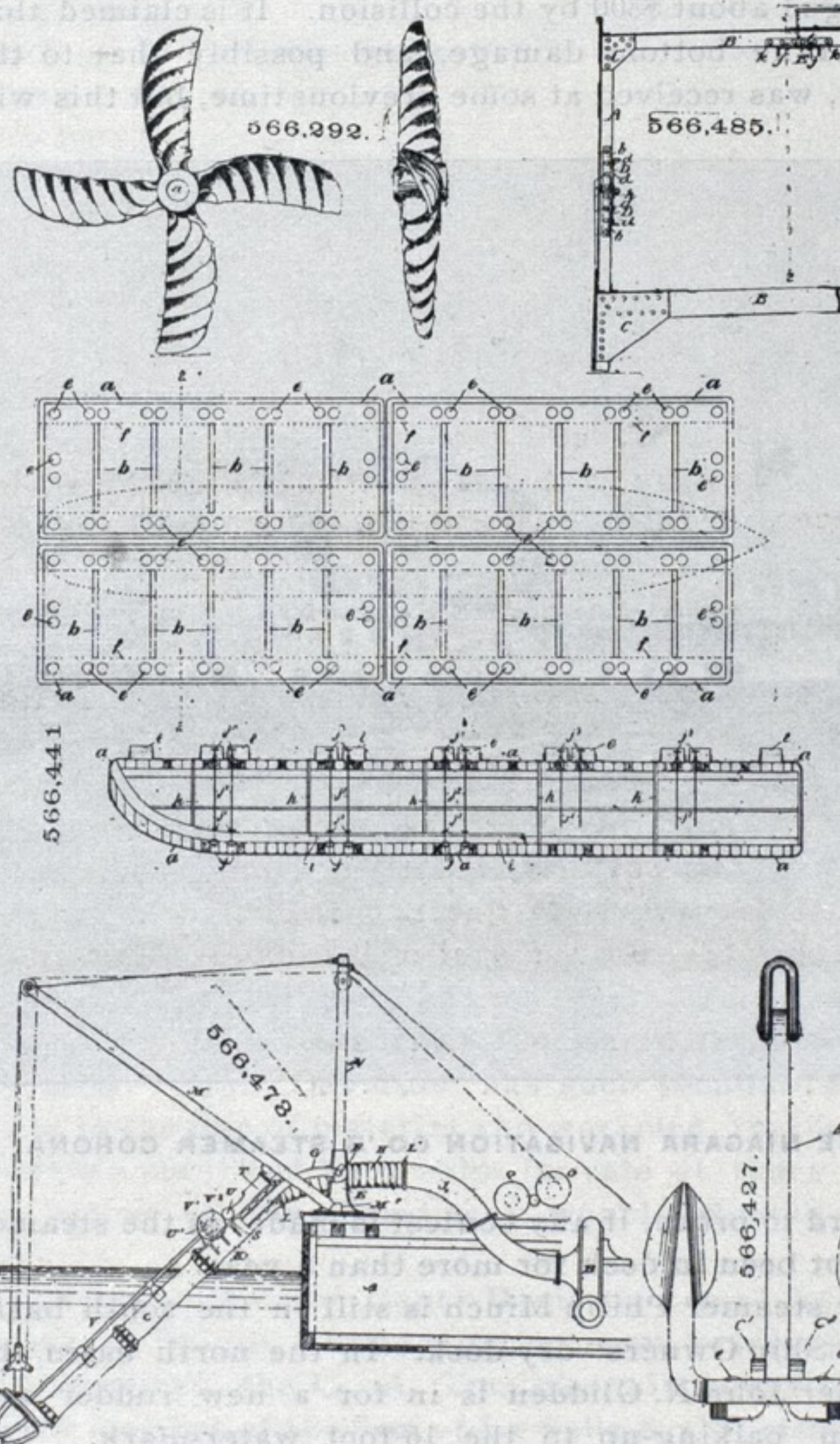
OXIDIZING AND BLACKING BRIGHT STEEL.

The following directions for oxidizing and blacking the bright work of steel in lieu of paint, to stand heat and wear well, is taken from a recent issue of the English Mechanic: "Take three ounces of glacial acetic acid, mix it with its weight of water; to this add half an ounce of powdered nut gall, and let stand for a day or two, shaking it up occasionally; then settle, then pour off the clear, then put a pint of water to the residue. When cold and settled pour off the clear and mix with the first. Now to this add a grain of nitrate of silver or sulphite of copper, or nitrate of copper. Dissolve whichever you use in a little hot water before mixing with the other liquid. Silver is the best process. Clean off all oil and rust or scabs, paint, etc., Clean all up with bright pumice-stone powder. Don't use emery in any form, but the above with a piece of wood. Then clean all off; dry with air-slack lime. Now go over it with the liquid with some cotton wool.

If you have saved your powdered galls take a little of that upon your wool, and you will find that a great acquisition in the first application. Let stand until dry, and give it another coat. When dry scratch-brush it, and give it another coat, etc. When you have got it to your liking give it some linseed oil and camphor. All bright iron parts can be made like ebony polished, and with the gun metal mounting you will have a picture in black and gold. Cylinder covers, etc., can be done the same, but you must wash with hot water before oiling it. It will stand any amount of heat, the hammer and friction in wiping; you have no blistering, and you will have some difficulty in eradicating it. Bicycles repairs, handle bars, etc., can be treated the same way to advantage, well washed with hot water; when dry give them a good coat of copal carriage varnish."

SKILL IN ESTIMATING ENGINEERING WORK.

The skill shown by the late General Casey, chief of army engineers, in estimating in advance the cost of engineering, will be better appreciated when we recall the errors made by others in similar calculations. The estimated cost of the Manchester ship canal was \$28,750,000. Nearly \$80,000,000 was spent before the canal was ready for business. The international commission reported in 1856 that the cost of digging the Suez Canal would certainly not exceed \$40,000,000. It has cost \$94,500,000, to say nothing of Egypt's gratuitous build-



ing of lighthouses, dredging of the harbors, advance of money without interest, and gift of forced labor, the whole amounting to \$20,000,000 or more. Engineers spent a year collecting data for their report on the Congo railroad, which they asserted could be built for \$5,000,000. They now say that the total cost will be from \$12,000,000 to \$13,000,000. The egregious underestimate of the cost of the Panama canal nearly swamped that enterprise before wholesale stealing completed the ruin. The forts on the Meuse River, estimated at \$4,500,000, cost \$16,000,000; the Corinth canal cost \$12,000,000, instead of the estimated \$6,000,000; a harbor and a railroad on the Island of Reunion cost \$13,500,000, instead of \$6,800,000; the Senegal Railroad, which was to be completed for \$2,600,000, absorbed \$9,000,000; and the Langson Railroad in Tonkin, which was to open a conquered province for an expenditure of \$500,000, bled the French treasury to the tune of \$4,367,790.—Army and Navy Journal.

According to the returns for July, 176,721 tons used the Manchester Ship canal, the receipts being £16,602, against 126,406 tons and £12,504 in July last year. For the seven months the total is 999,800 tons and £97,419, an increase of 273,294 tons and £22,305 over the corresponding period of last year.

NEW INVENTIONS.

Mr. Sinclair Stuart, of the United States Standard Register of Shipping, has taken out another patent (No. 566,485), on his channel system of construction, now used in a number of the larger classes of lake vessels. The application has been pending since Jan. 8, 1895. The claim is for the "combination, with the upright frames and outside plating of a vessel, of stringers of channel form in transverse section arranged one above another in pairs lengthwise of the vessel, inside of, and with their webs against said frames, and angle-straps interposed and riveted between contiguous flanges of the two stringers of a pair, and riveted to the outside plating; also of angle-clips riveted to said frames and stringers."

A patent (No. 566,473) has been awarded to Mr. Arthur W. Robinson, of Milwaukee, Wis., protecting a hydraulic dredging apparatus. The claim is for a rigid suction-pipe, the upper end whereof is at all times above water-level, a flexible section connecting with the upper end of said rigid pipe, the pipe, as a whole, having vertical and lateral swing, a rotary excavator on the forward end of the pipe, a steam-engine for driving the excavator located upon the upper end of the rigid pipe, and steam-supply pipes for the engine, having the same centers of motion for vertical and horizontal swing that the pipe itself has.

A propeller wheel of unique design has been protected by patent No. 566,592, on application of Edward Bierstadt, Summit, N. J. The idea is best shown in the illustration, but the claim is for "a blade in a screw propeller, having on its face grooves extending in elliptical curves, transversely of said face and inwardly toward the axis of the propeller from a point near the taking edge of said plate, a point near the leaving edge thereof, by which the water is drawn inwardly toward the axis of the propeller by the inward curvature of said grooves. Both force and reverse faces of the blades are provided with these grooves."

James Bell, William C. Melville and James W. Foster, of Liverpool, Eng., have secured a patent (No. 566,441) on a wreck-raising appliance. The claim is substantially as follows:

A pontoon for raising sunken ships having a series of water-compartments extending longitudinally on each side, a hollow-box keelson extending through said compartments and having valved openings leading into said compartments, and a flange around each opening depending into the compartment.

A pontoon comprising transverse wells *b* through which the lifting-ropes are passed; longitudinal compartments at each side of the pontoon between said wells and the sides of the pontoon; intermediate chambers between the side compartments and the wells; duplex hollow boards *c* on the deck of the pontoon at either side, and in line with the transverse wells; a hollow-box keelson *i*, serving as a water-conduit, running through the side compartments; a valve *j* in each side of said compartments, arranged in connection with a seat in the bottom of the keelson, and having an actuating spindle extending to the top of the pontoon.

A pontoon having a plurality of comparatively long and narrow transverse wells in and through it, through which the lifting-ropes are adapted to be passed vertically to the wreck at any point laterally on the pontoon, and a vertical pull or strain is put upon the rope at any point at which said rope is fastened or passed through the pontoon; and longitudinal chambers running transversely to said wells at each side of the pontoon between the ends of said wells and the pontoon sides.

A pontoon comprising a plurality of water-tight compartments at either side formed by longitudinal bulkheads, *f*, and transverse bulkheads, *h*, and wells *b* extending between said longitudinal bulkheads transversely, formed by transverse bulkheads running between said longitudinal bulkheads.

Mr. Frederick D. Taylor, of Leek, England, has been awarded a patent on an anchor (No. 566,427), for which his claim is for the combination of the head having the perforation, the shank, and the angle-cheeks *C*¹ *C*² joined to the shank extending through the opening in the head, and secured to the under side of the same.

The Americans are much ahead of us in the subject of submarine work, remarks the London, Eng., Engineer.

BUILT BY A BACKWOODSMAN.

It is usually only after a long apprenticeship and considerable experience as a journeyman in yard and draughting room that one feels capable of constructing a vessel; but Capt. Daniel McLeod, manager of Inland Lloyds, tells a funny story of a ship built by a man who had never previously seen but one cargo boat.

"I was sailing a little schooner of only 120 tons," said Capt. McLeod, "and had a cargo for the Gulf of St. Lawrence. To reach my port of discharge I had to go up a river about as crooked as the Cuyahoga, and we lay there several days. There came down to the vessel one day a backwoodsman who proved to be a sort of carpenter. He was much interested in the boat, as he had never seen one before. He looked her over carefully and asked any number of questions as to how she was built. Finally he asked about the laying down of a ship, and I told him as well as I could, making some rough sketches by way of illustration.

"I had occasion to take another cargo to the same place early the following summer, and was much surprised to see a vessel in frame. Upon inquiring I found that my friend of the year before had made his questions and their answers count for something in the construction of a ship of about the same tonnage of the one which he looked over so carefully. It was a good sized ship in those days, too, when a 400-ton boat was considered a monster.

"But the builder had reached a point where he could go no further. He had made first-rate progress with his boat amidships, but did not know how to get the level on his frames at the ends, and could not plank her up. I showed him how to do this, but he had not allowed enough timber for cutting away, and some of his frames were no thicker at one edge than an ordinary desk ruler. He got her planked up and finished, however, and finally sold her to a man who came along, getting a good price for his year's work. The man who bought her took her to England, where he also sold her at a good profit. The builder named the boat the Venture. He built another, but she turned out utterly worthless."

THE BROOKLYN'S TRIAL TRIP

The experts who predicted that our new armored cruiser Brooklyn would make 22 knots have been more than justified. As she made her run on the 27th there are no official figures yet, but the speed as reckoned by observers on board was 21 92-100 knots per hour for the run of 83 knots. She maintained an average of 22 9-10 knots during the run back between the third and fourth buoys, a distance of about seven knots, and between the first and second buoys on the return, the average of 22 48-100. In her run of 83 knots she had a boiler pressure of 160 pounds, and an average of 138 revolutions a minute, with a maximum of 140 revolutions. The run outward, 41.5 knots, was made at 21.71 knots, and the return at 22.13 knots. In the preliminary or practice trial the day before, her speed was about 20.97 knots. The contract requirement is 21 knots.

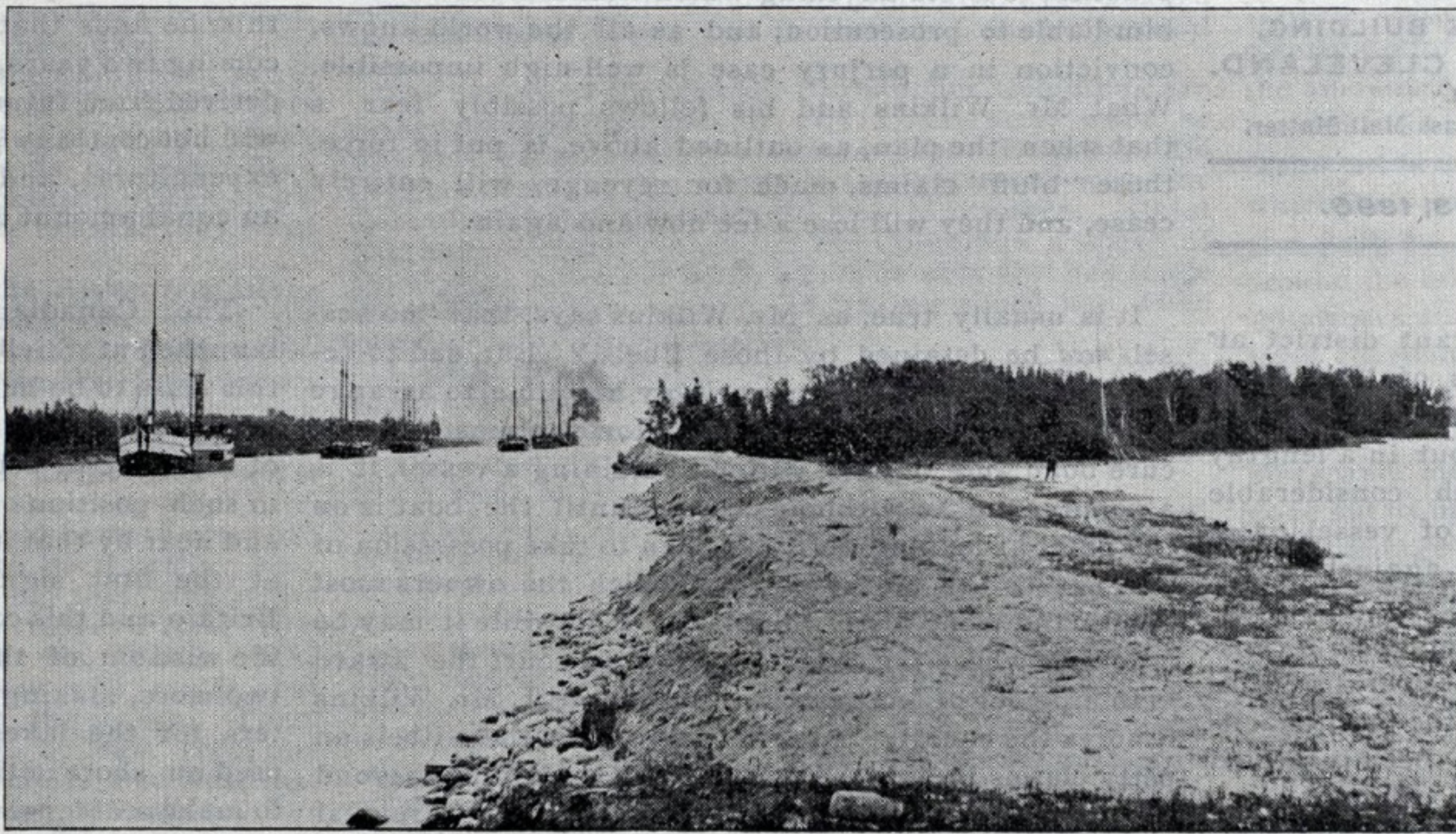
The course over which the Brooklyn ran lies between Cape Ann and Cape Porpoise. As laid out it was 41.5 knots long. It was marked by seven vessels—the naval dispatch boat Dolphin; tug Leyden, from Portsmouth; tug Iwanna, from Boston; tug Nina, from New York; tug Fortune, from Newport; and the revenue cutters Woodbury and Dallas.

As the old Brooklyn, of war fame, was an advanced type of the ship of her day, so is the Brooklyn of to-day the leader in her type. She was built at the Cramps' shipyard in Philadelphia and has been under construction for about three years, and is somewhat like the cruiser New York, but is heavier, has a more powerful armament and better protection for her men and guns. On account of these advantages she has been facetiously called the "Greater New York." The New York is of 8,150 tons displacement. The displacement of the

Brooklyn is 9,150 tons. The New York has a battery composed in part of six 8-inch guns. The Brooklyn's main battery consists in part of eight 8-inch guns.

ELECTRICITY ALONG SHORE.

The Huron and Ontario Electric Railway Company are slowly but steadily completing arrangements for the construction of the road. According to the act of incorporation, the capital stock of the company is to be two million dollars. Mr. N. McNamara, of Walkerton, is president; Dr. Rollston, of Shelburne, vice-president; and Mr. A. McK. Cameron, of Meaford, secretary. The road will extend from Port Perry to Kincardine, with two branches, one running north from Priceville, through Meaford, Owen Sound, Tiverton, etc., around to Kincardine, and the other extending from Walkerton through Mildmay, Teeswater, and Lucknow to Goderich, with a connection between Lucknow and Kincardine through Ripley. The entire length of the road will be something over 300 miles, and motive power for its operation will be supplied from stations at Eugenia, Glen Roden, Southampton and Thompsonville. The company is authorized to issue bonds to the extent of \$10,000 per mile for construction purposes, and \$6,000 additional for each mile double-tracked. At a meeting of the shareholders held in Toronto recently an offer of construction was received from a New York firm. It was stated that most of the municipalities interested had passed resolutions adopting the by-laws and agree-



THE NEW HAY LAKE CHANNEL.

The above is a view of the Hay Lake Channel, which was opened up by the United States, at enormous expense which is already well repaid by the advantages it gives to Lake Superior commerce, saving a tortuous and dangerous trip of eleven miles. This channel is in places cut through islands, and here has a width of but 300 feet, which must be doubled in time to accommodate the rapid growth of the lake traffic. Much of the cutting was through solid rock. The channel is one of the most picturesque localities in the Sault.

ments with the company. A survey of the route is now being made by engineers. This will occupy about two months, after which track-laying will be proceeded with.—Canadian Manufacturer.

OBITUARY.

E. M. HARRINGTON.

Capt. E. M. Harrington died on Monday evening, August 24, at his home in Alpena, aged sixty-nine years. Capt. Harrington had not enjoyed the best of health for some time, but had been as well as usual until Monday morning, when he was suddenly seized with heart trouble. He lived until 7 o'clock in the evening.

Capt. Harrington had lived in Alpena since 1868. He was for a long time in the vessel and tug business, and even to the time of his death was well-known among the elders of the marine fraternity. For seven years past he had been in the grocery business with his son-in-law under the firm name of Harrington & Pratt. His wife and two children survive him, Mrs. B. F. Pratt, of Alpena, and Mr. Alex. A. Harrington, of Cleveland.

We are just in receipt of first copies of a new Hydrographic Office chart of the St. Mary's River, covering the distance between Shifting Point, at the head of Little Mud Lake, and the Turning Buoy, in Mud Lake proper, with a part of the Winter Point Range. The price of this chart is only 25c, although made from the latest surveys. For sale at MARINE RECORD offices, Fourth Floor, Western Reserve Building.

NOTICE TO MARINERS.

SAULT STE. MARIE RANGE LIGHTS.

The range lights to mark the upper and lower approaches to the Canadian canal at the Sault Ste. Marie, in the River St. Marie, Ont., are now in operation.

The front range light of the pair marking the approach to the canal from the eastward is an electric red light elevated 37 feet above the level of the river and visible 3 miles from all points of approach by water. The lantern is elevated on a pole standing near the outer end of the Lake Superior Power Co.'s jetty, the pole rendered more conspicuous by a target. Lat. N. 46° 30' 47"; Long. W. 84° 20'. The rear light is a similar light elevated 59 ft. above the water and standing 1,300 feet N. W. ¾ N. from the front light.

The two lights in one lead from the American channel up the middle of the dredged approach between red and black buoys as the piers at the east end of the canal.

The front range light of the pair marking the approach to the canal from the westward consists of a group of incandescent electric white lights placed in a wooden lantern erected on top of the cribwork beacon at the turn in the west approach to the canal, described in the above notice. The light is elevated 39 feet above the level of the river and should be visible up the river to Point aux Pins as well as into the canal. Lat. N. 46° 30' 39"; Long. W. 84° 21' 43".

The back light of this range is a fixed white incandescent electric light elevated 61 feet above the river, and visible to the south shore in the line of range. It is shown from a wooden lantern surmounting a square open framed wooden tower, the whole painted white and 65 feet high, erected on the east extremity of Davignon Point, 2,100 feet N. E. ¼ E. from the front light. The two lights in one N. E. ¼ E. (N. 46° 25' E. true) lead in from the American channel past Vidal Shoal, between the red and black buoys, to the turn at the front light.

The declaration of the Republican platform in favor of the up-building of our merchant marine has my hearty approval. The policy of discriminating duties in favor of our shipping which prevailed in the early years of our history, should again be promptly adopted by Congress and vigorously supported until our prestige and supremacy on the seas is fully attained. We should no longer contribute

directly or indirectly to the maintenance of the colossal marine of foreign countries, but provide an efficient and complete marine of our own. Now that the American navy is assuming a position commensurate with our importance as a nation, a policy I am glad to observe the Republican platform strongly endorses, we must supplement it with a merchant marine that will give us the advantages in both our coast-wise and foreign trade that we ought naturally and properly to enjoy. It should be at once a matter of public policy and national pride to repossess this immense and prosperous trade.—Major McKinley's Letter.

ALL SHIPPED VIA THE LAKES.

To the Editor of The Marine Record:

We wish you would state whether flour and grain can be shipped by water from St. Paul or Minneapolis without change to New Orleans, and to name the rates on corn and flour and wheat from and to the above places. Also capacity of boats. KIRKWOOD & MCKINNON.

Sudbury, Ont., Aug. 21.

Mississippi River commerce is, as a rule, divided into two parts, St. Louis being the terminal. Few, if any, New Orleans boats go above St. Louis, and none trade to the Twin Cities. There is a movement to make New Orleans more of an ocean port than it has been, but there can hardly be any competition between the lake route to the seaboard and the river and Gulf route, as the former route has such an advantage, in point both of distance and transportation and handling facilities. The rail rate on flour from St. Paul to New Orleans is 30c per cwt. No rates are made on wheat or corn.



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HERE AND THERE.

One Charles T. Wilkins, an ex-assistant district attorney of the United States, who has of late years made considerable pocket money by acting as attorney for seamen, deckhands, etc., has come out in a lengthy "interview," evidently prepared with considerable care, in which he denounces the owners of vessel property for moving to protect themselves against annoyance and loss from having ships libeled by minor employes on petty claims. He utters a number of misstatements, some of which indicate a deliberate desire to misrepresent, while others show that the most charitable inference must be that he has not been informed correctly as to the desires of the owners. He says:

"The owners would no doubt like to see the libel law, which has been in existence as long as admiralty law itself, abolished, because of the trouble it puts them to. But at the same time they offer no adequate substitute for it. This libel law is the only protection the employes of the vessels, except the master, have against the vessel for services rendered. The master can sue only his employer, namely the owner of the vessel, and to do this he must submit to the delay and expense of the law, which is all the heavier to him if he loses his case.

"The owners say that a deckhand or any other employe may become dissatisfied and trump up a claim of a few dollars and libel the boat for it. If he does so he subjects himself to all the penalties of perjury, for he must make oath, in swearing out the seizure papers, that his claim is a warrantable one.

"No vessel need be detained by these libels. She has nothing to do but obtain bond and go on her way. In the case of the freighters, which are in the majority, the master, who is the only witness for the defense, need not leave his vessel for the trial. His written deposition, taken before a notary public, can be sent on and will answer just as well. My experience shows that where the case is actually tried the decree is in nine cases out of ten given for the plaintiff. This will show the justice of their claims."

To reply to these statements and arguments seriatim: Owners of vessel property are neither so short-sighted nor so unreasonable as to expect that the libel law shall be abolished. They realize that while some of the more stringent provisions for its execution are less necessary on the Great Lakes than on salt water, the admiralty law cannot well be amended to suit one class. They also realize that the law of libel is as much a protection to them as to anybody else, as it is applied to cargoes as well as floating property, and is of special advantage to the wronged party in collision cases. Owners only desire that some provision may be enacted, which, while guaranteeing to the libellant his full se-

curity under the law, may not subject the vessel to heavy loss because of delays incident to the legal formalities, such as securing bond, etc. At the annual meeting of the Lake Carriers' Association, held last January in Detroit, General Counsel Goulder, who has the matter in charge for the Association, submitted his plan, which was to secure the enactment of a permanent bond of a few hundred dollars for each boat, to be filed with the Collector of Customs for the district in which the boat is enrolled; the master to carry a certificate of same, which shall be accepted by any United States Marshal of any district as warrant for releasing the boat, without further formality than to endorse on the back of such certificate the amount of the claim on which he libeled the boat; provided, always, that the boat should not be released unless the amount of such bond exceeded the total claims and probable court charges, or say twice the sum of such claims. If this is not an adequate substitute, Mr. Wilkins might put the owners under everlasting obligations to him by suggesting another plan.

While claims for small amounts are frequently "trumped up," in order that a libel may be served at the moment of departure and thus cause great loss to the vessel because of the detention, there is generally enough apparent foundation for the claim for the libellant, with the assistance he gets from the class of lawyers who are so keenly on the scent for this class of practice, to avoid anything which would serve to make him liable to prosecution; and as all the world knows, conviction in a perjury case is well-nigh impossible. What Mr. Wilkins and his fellows possibly fear is that when the plan, as outlined above, is put in force, these "bluff" claims, made for revenge, will entirely cease, and they will lose a fee now and again.

It is usually true, as Mr. Wilkins says, that "no vessel need be detained by those libels." But, sad to relate, while the claimant invariably has time to arrange for the seizure early enough to allow the master to secure bond and release, without detaining a vessel, it is a popular fad to withhold service until the boat is on the point of leaving port, and then to take possession of her. It is this abuse against which the owners most loudly and most justly complain. And while it may be true that where the cases are tried in court the award is in nine out of ten cases for the plaintiff, Mr. Wilkins ignores the equally important fact that these libels on petty claims are for the most part never carried beyond the initial stage. Buffalo is the scene of the greatest number of these annoyances, probably because of the extra inconvenience to the boats. It requires practically a day and never less than \$50 incidental expenses to bond a vessel there, because of the trip to Utica, N. Y., and return, which is necessary in order to comply with all the legal requirements. This sum, small as it is compared with the value of the vessel, of the vessel's time, or of the security that can be offered under the permanent bond system, is usually a good deal more than the amount of the claim against the vessel in these petty cases.

It is rather remarkable that the *prima causa* of the quarrel which, as announced by the daily press, has resulted in a probable lockout of the union men employed in the British shipyards, is a dispute precisely similar to that which stirred up the trouble at the yard of F. W. Wheeler & Co., at West Bay City. Shipping World, of London, predicts that the struggle in Great Britain will be the greatest labor war of modern times, and it is very possible that it may spread to America and result in an extended crusade against unionism. The facts are exceedingly simple. Dunsmuir & Jackson, of Govan, had in their employ a solitary non-unionist workman, who has been with them for many years, but who has never become connected with the Amalgamated Society of Engineers. The unionists resented this, and intimated to the firm that unless the non-unionist was discharged they would go out on a strike. The firm declined to discharge the man, and a strike ensued. The London officials of the society refused to ratify the strike or to furnish funds, whereupon the workmen resolved to continue the strike on their own responsibility. Like all Clyde engineering firms, Dunsmuir & Jackson are full of work, and a strike is a costly affair just now.

At a conference of the Federation of the Clyde, Belfast, and Northeast Coast Engineering Employers' Associations, it was unanimously agreed to reimburse Dunsmuir & Jackson for any loss they might sustain, and to call upon the Amalgamated Society of Engineers to end the strike at once. Not until efforts on this line had been exhausted was the general lockout resorted to.

"We don't like it at all" is a caption which a Lorain paper puts over the announcement which originally appeared in THE RECORD, but which was credited to an Ashtabula daily, that Col. Smith, U. S. Engineer, had recommended the building of a steamer for survey and tender purposes all along Lake Erie from Monroe to Conneaut, to be paid for out of the appropriations for harbor improvements at these ports, on a ratio corresponding to the proportion of the season which the boat would probably have to spend at these ports. It is to be hoped that this project will not be hindered by any petty jealousies among these ports, nearly all of whose interests lie in common. It is natural that when a port receives an appropriation which is much lower than the amount asked for, the citizens should object to any diversion of funds. This is proper, and none would more readily subscribe to the justice of such an objection than Col. Smith. But his idea is merely to club together funds which would otherwise be expended out of each port's appropriation for the temporary use of a steamer, and to apply it to the purchase of a steamer, as a permanent economy. In recommending this, he finds that the economy will be shown in the coming two years, and is not figuring on benefits to be derived from future appropriations. In short, this plan will not cost any port a cent extra, under the present expenditures, and will be a means of saving at least an equal amount under each future allowance.

The Canadian fisheries cruiser Osprey, lately launched at Shelbourne, Nova Scotia, is the ninth of this class to be built, and will soon be in service under command of Commodore Spain. While not nearly all of these are in service on the lakes, the entire fleet is in such position on the River and Gulf of St. Lawrence, and near by that it could be turned into the Great Lakes at the first sign of any hostilities between Great Britain and this country. This sufficiently demonstrates the wisdom of the present Congress in providing for two more, making three in all, first-class revenue cutters for the lakes, so constructed that they could be used on short notice, should there arise any necessity, to make a defense of our lake cities. The fact that we are on such friendly terms with our Canadian neighbors now does not render this precaution any the less essential to a prudent administration of the affairs of the United States; for while Canada could never prosecute a war against the United States with the wholeheartedness, not to say bitterness, which sometimes characterizes conflicts between nations of different races, yet it would be impossible for Canada to ignore her allegiance to Great Britain in the event of any dispute. An adequate armament for the Great Lakes on both sides would do more to continue the preservation of peace than an entirely unarmed or one-sided condition of affairs could possibly accomplish.

The inventions of lifeboats on record in the U. S. Patent Office probably run up into the scores, and the main idea of the inventors seems to be to construct a craft which will not swamp in any sea. Many of them, especially those of the covered car or semi-submarine order, are not intended for rescue work from shore, but to insure safety for people escaping from wrecked ships. So, indeed are many of the open boats. But in very many of the ship's lifeboats which have been patented, the question of launching safely is entirely ignored. Once clear of the ship the self-bailing lifeboat, with air chambers, or the boat with air chambers, even without self-bailing devices, will come along nicely with ordinary care and good seamanship; but the chief trouble is in getting the small boat launched and well clear of the ship with her precious load. The heavy seas, and the excitement which prevails in a storm, unite to cause the swamping, capsizing or knocking to pieces of many a good boat which could be navigated for many miles in the open lake and in just as heavy weather.

NEWS AROUND THE LAKES.

BUFFALO.

SOME ENCOURAGEMENT FOR VESSEL PROPERTY IN THE GRAIN OUTLOOK—LUMBER SHOVERS ANXIOUS TO STRIKE.

Special Correspondence to The Marine Record.

BUFFALO, September 1.

There is no falling off in grain receipts, last week's showing being 6,775,000 bushels, including flaxseed and flour. The heavy movement is likely to continue right along if the report of failure of some of the big European crops is true. One thing has been noticed here for some time, and that is the fact that the corn shipped through this port is all sold somewhere else. Our dealers are not able to sell any of account, and have not been selling any for the whole season. They are obliged to sit by and see close to 2,000,000 bushels go through here every week and yet nothing profits out of the traffic with us but the elevators.

If the weekly reports of the coal shipments were made the basis of reckoning up that traffic there would be no doubt of a good average movement, and it may be the case after all, but those who are not willing to accept a showing that is not actual are of the opinion that the report of 80,000 tons a week and better is too large, and is no doubt based more or less on estimates of full loads, when the fact is the loads taken out are not full for the most part.

Capt. George McLeod is naturally proud of the quick time he made in raising the William Chisholm at Grosse Pointe. It will be likely to take much longer to raise the Oceanica. There was a good reason for wishing to get the Chisholm back to business, for she had an ore contract that is said to be worth \$1,000 a trip to her. This means something to a boat in these days.

Big jolly Capt. Hutchinson, of the Centurion, is receiving no little chaffing on account of the late reports of her speed. Of course every rival captain and vessel owner is bound that the Centurion is no faster than something he has, but Capt. Hutchinson sticks to his text and tells them to bring out their boats if they want to make sure.

About the only real straw for the Bryan free silver movement that has been pulled here was one of the lumber docks at the Tift farm one day last week. There was a schooner to unload at Hurd & Hauenstein's dock flying a McKinley flag. The lumber shovers took a miff at it and said that unless it came down they would not unload the boat, so the authorities took it down rather than have a fight with the men.

It looks as though the fight would have to come off, though, for all that. The men have been getting up a new union for the purpose of raising their wages and when they are in line they will try to get a raise from the present pay at 35c an hour to 40c. Some of the dealers are of the opinion that they will get it, but others say it is too near the end of the season. There is no doubt that the men need it, at least from one standpoint, as lumber has been coming in so slow that some of the gangs are hardly making \$4 a week. The question to settle is whether the traffic in its present condition is called upon to maintain the gangs at full size.

The men ought to consider how they came out when they struck the last time. The strike was in sympathy with one at Tonawanda. The men were getting 45c an hour, but the strikers got the worst of it, their union went to pieces, and they have worked for 35c ever since. Still a little thing like that cannot be expected to influence a workman when he gets ready for a strike.

The schooner Dunford came in the other day with some very tall stuff on board. She landed on Hurd Bros.' dock a big lot of timber 12 by 15 inches, and 46 feet long. It was all billed for large structures in the city. The captain is now wondering why he didn't strike for about as much again freight as he got.

They are saying on the lakes that the only ports that have prepared for the new 20-foot channel are South Chicago and Ashtabula; but there will be at least one more port in line when the present contract is carried out. Buffalo has a dredging company at work that will this season give us a depth of 20 feet all through the inner harbor.

The steam yacht Enquirer is home again, content to remain quiet for awhile. She has had an eventful cruise, more so than any other boat on the lakes and has stirred up the whole steaming fraternity all the way to the coast. That ought to be achievement enough for one season.

The disabled steamer St. Louis is still awaiting her fate. When she took fire last week she was in process of being lumped off to the owner at so much and then be cut down into a barge, but it appears that the deal has not been concluded yet. Practically all the other cripples that thronged this harbor a month ago are gone now.

The new Union Liner Ramapo will be turned over to her owners on the 12th. She has been out into the lake once but has not made a real trial trip. There is no announcement as to her appointments, though it is understood that Capt. Robinson will be transferred from the Chemung to her. Engineer Hill, from the New York, will be placed in her. Manager Bullard, of the

line, has been on the sick list for several days, but is expected out in a short time to look after things again.

John Gordon is in the Northwest looking after the interests of the Great Lakes Steamship Co. It was expected that he would before now have hung some more canvas on the big name he has selected for his line, and if the season had not turned out so dull it is pretty certain that he would have done so, but some developments may be looked for almost any day. The Globe will look after the package freight between Buffalo and Manitowoc for the Wisconsin Central Line for the present.

The projectors of the lake-and-canal line for flour from Duluth to New York in the export interest claim that they have a sure thing now, and promise that they will not weaken if the roads come to their time, for if they do there is no reason why the roads will not go back to former rates as soon as the opposition is killed off.

CHAMBERLIN.

CHICAGO.

LUMBER FREIGHTS VERY DISCOURAGING—CHRISTOPHER COLUMBUS LOOKING OUT FOR A RACE—THE BONITA BEING OVERHAULED.

Special Correspondence to The Marine Record.

OFFICE OF THE MARINE RECORD, }
CHICAGO, September 2. }

Grain receipts remain steady at 1¼c on corn to Buffalo, 1¼c on corn or wheat to Midland, 1½c on corn to Port Huron and Sarnia. Lumber freights are almost at a stand-still, many schooners have been lying in port two or three weeks hoping to get any kind of a freight. Owners and captains are alike discouraged at the dismal outlook. One captain a short time ago, hoping for better luck, hoisted a McKinley and Hobart flag, but frequent disappointments in not obtaining a charter must have put him in a queer state of mind, as he hoisted the flag upside down, and it remained so for several days.

The officers of the steamer Christopher Columbus are rather disappointed that Mr. W. J. Connors, when he was here with his fast new steam yacht Enquirer, did not give them an opportunity to test her speed with the Columbus between Chicago and Milwaukee. Chief Engineer Webster claims for the Columbus a speed of twenty-one miles per hour, which he says she has made several times this season, he having timed her when running between given points.

J. A. Calbick & Co. chartered the steamer Adella Shores and consort Middlesex for wheat to Midland at 1¼c; the steamer W. P. Ketchum, for oats to Black Rock, at 1¼c; and her consort, George B. Owen, for corn to Black Rock at 1½c.

Carr & Blair chartered the steamer Panther for oats to Buffalo at 1¼c; steamer Merida, corn to Buffalo, at 1½c; schooner James G. Blaine, oats to Sarnia, at 1c; steamer Mariska and consort Malta, corn to Buffalo, at 1¼c; steamer J. F. Eddy, corn, Washburn to Buffalo, at 1½c; steamer Progress, clipped oats to Sarnia, at 1c; steamer Samuel Mather and whaleback barge 104, corn to Buffalo at 1¼c; barge 107, corn to Fairport, at 1¼c; steamer Edward Smith No. 1, and consort Angus Smith, corn to Port Huron; steamer Ogelbay, corn to Buffalo, at 1½c.

J. J. Rardon & Co. chartered the steamer Ranney for wheat to Buffalo at 1½c; whaleback barge 117, corn to Buffalo, at 1¼c; steamer Phoenix, oats to Buffalo, at 1½c; steamers City of London and Gladstone, corn to Buffalo, at 1¼c; steamer Aragon, flax seed to Black Rock, at 1½c; steamer M. B. Grover and barge D. P. Rhodes, corn to Midland, at 1¼c.

H. W. Cook & Co. chartered steamer W. H. Wolf for wheat to Toledo, at 1½c; steamer Onoko, corn to Buffalo; steamer New Orleans, corn and wheat to Buffalo; Aztec and Zapotec, wheat to Buffalo, at 1¼c.

General Torrence' steam yacht Bonita arrived here last week. Her cabins and staterooms are undergoing a thorough refitting and refurnishing. She is a beautiful steam yacht, and Chicago yachting men feel very proud of this fine new addition to their fleet.

WILLIAMS.

DETROIT.

CAPT. FOX, OF THE F. E. KIRBY, ON THE ROAD TO RECOVERY—HEAVY FALLING OFF IN EXCURSION BUSINESS.

Special Correspondence to The Marine Record.

DETROIT, Sept. 2.

Capt. Arthur J. Fox, for many years so closely identified with the Detroit-Sandusky route, as to almost seem part of it, is again able to be about from his long confinement in Harper Hospital, very weak, but on a fair way to recovery. He has gone to his home on North Bass Island, where he will spend some days, and from there he will come back to Detroit, and go north on the D. & C. steamers to Mackinac Island, also visiting at Sault Ste. Marie. As soon as he feels strong enough he will return and take charge of his steamer, the Frank E. Kirby. Capt. Fox has been missed very much, and it is quite evident his employers value him highly.

The great reduction in pleasure going, due to the hard times, has been severely felt by the D. B. I. & W. Ferry Co. Mr. Horace A. Avery, secretary of the com-

pany, says that it is a sheer lack of business that compelled them to lay up their excursion boats a fortnight earlier than has been their custom.

Capt. Alexander Ruelle has laid up one of his tugs. He says he never saw things so dull, and can see no prospect of anything better for some time to come.

Harry Hodge, now active head of the firm of S. F. Hodge & Co., has given as his opinions that there will not be much business in engine building and general new work in that line for some time to come. Mr. Hodge believes there has been over production, and, as a result they are not pushing the lubricator plant, which they have started, but are waiting for something more encouraging to turn up and increase business. They are laying off a large proportion of their men.

The steamers Raleigh and John Duncan are both at S. F. Hodge & Co.'s, needing repairs to their high-pressure cylinders. At the writing of this letter it is not known just how much must be done towards putting either boat in shape again, but it is understood the Duncan will need a new cylinder, and the Raleigh may also.

The steamer State of Michigan has been released and proceeded to Detroit. She rested on mud bottom and is not thought to be much damaged from her stay. MCC.

ENSIGN COLE TRANSFERRED.

Ensign W. C. Cole, U. S. N., who has been for more than a year and a half attached to the branch Hydrographic Office, Cleveland, has received orders detaching him from his present duties on the 15th inst., and order him to report on board the U. S. S. Raleigh, at New York, or wherever she may be, to act as watch and division officer. Mr. Cole has been on shore duty for about 22 months. His work in connection with the Hydrographic Office has been most faithfully and efficiently performed, and through his able administration the amount of work accomplished by the Cleveland branch has been doubled during the past year. His detachment is only a detail of Navy Department discipline, which does not allow officers to remain ashore too long at a stretch. Mr. Cole has made hosts of friends all around the lakes, having come into close touch with vessel owners and masters from every direction. His uniform courtesy and desire to oblige have won him the good-will of all with whom he has come into contact, and this disposition has been especially appreciated by newspaper men of Cleveland, whom he has frequently gone out of his way to favor, when there was no shadow of advantage upon himself, except in good-will. All will sincerely and heartily regret his departure. His successor has not yet been publicly named, but it is hoped that he will show as much ambition and ability in the discharge of his duties. Meanwhile, Mr. Cole must away to sea, and this is especially trying, as he entered the bonds of matrimony but a few months ago. But Mr. Cole will not soon be forgotten in Cleveland, nor on the Great Lakes.

IN GENERAL.

Cleveland-Toledo steamers will not stop at Put-in-Bay after September 10.

Capt. George Brooks, shipping master at Ashtabula, died suddenly Wednesday, Sept. 2, from heart failure.

Harriet Donovan, of Suamico, Wis., sold the little pleasure steamer Wawa to G. W. Shipman, of Escanaba, for \$800.

Capt. M. J. Haberer, of the steamer Northern Light, is ill, and Capt. George Boyce will sail her for a few trips.

The schooner Roscius was sold under the hammer at Sandusky to satisfy a \$1,500 libel. John Stang, of Loraing, bought her for \$210.

Bay City custom house statistics for August show that during that month the importation of Canadian logs was in excess of any month for several years past. Lumber shipments for the month amounted to 6,880,000 feet.

Mr. Wilfrid Laurier, Canada's new premier, is an ardent advocate of a deep waterway to the coast through the St. Lawrence River canals, and is willing to expend double the amount heretofore put into her canals by Canada, which is some \$60,000,000.

Gen. Freight Agent D. C. McIntyre, of the D. & C. Line at Cleveland, returned home convalescent Tuesday morning, only to be prostrated with the discovery that his son Alex. had accidentally shot himself when half asleep. The suicide theory was looked into, but was found to be baseless. Mr. McIntyre has the genuine sympathy of all his friends and acquaintances in his bereavement.

LAKE LITIGATION.

IMPORTANT INSURANCE DECISION.

CORRIGAN TRANSIT CO. VS. THE MAJESTIC.

(District Court, N. D. Illinois, March 16, 1896.)

MARINE INSURANCE—SUBROGATION—COLLISION.—It is no reason for dismissing a libel for collision that some of the underwriters who underwrote the vessel in fault also underwrote the other vessel, and that the damages to the latter vessel have been paid by the underwriters, since that does not render the proceeding a suit of parties against themselves.

In Admiralty. Libel for collision by the Corrigan Transit Co. against the steamer Majestic.

Grosscup, District Judge. The Australasia, belonging to the libellant, came in collision with the steamer Majestic, in consequence of which they both suffered injuries. The libel charges the Majestic with having been the cause of the collision. Upon this, after default, a decree was taken, finding the Majestic to have been in fault, and for damages. The underwriters of the Australasia and Majestic, respectively, were, with some exceptions, the same parties. My recollection is that three of the parties underwriting the former did not underwrite the latter. It appears that the damages to the Australasia have been already paid by her underwriters. I am not advised, however, whether the damages to the Majestic have yet been paid or not. In either instance, however, my conclusions would have been the same. Some of the underwriters of the Majestic now move that the decree finding her in fault, and assessing the damages, to be set aside, and the libel dismissed, and, in support of the motion, contend that the libellant had at the time of the decree no remaining cause of action against the Majestic, for the reason that its damages had been satisfied by the Australasia's underwriters.

It is insisted that, because some of the underwriters of the Australasia were also underwriters of the Majestic, this suit, which is beneficially for Australasia's underwriters, becomes in substance, a suit of parties against themselves. I do not assent to this proposition. In the absence of satisfaction of its damages, the right of the libellant to bring this action against the party in fault is, of course, incontrovertible. The receipt of its damages does not affect this right, except to enable the underwriters who have paid them to intervene, for the purpose of having a share in the control of the case and the results of the judgment. The underwriters of the Majestic have not underwritten her liability for a tort. Their contract is to make the Majestic as good as she was before the collision.

The lien of the libellant and his interveners may, on proper process, be extended, not only to the remnant of the Majestic, but to the fund which covers her injury. The remnant and such fund together constitute the res against which their right of lien and action may be made to run. What effect an innocent payment to the owners of the Majestic might have upon the liability of her underwriters I am not now determining.

Now, the fact that some of the parties who are entitled to intervene, under the libellant, are at the same time liable to make good to the res, against which the lien of the court runs, what otherwise would be lost, does not prevent this action taking the same course as if the interveners and the parties liable over to the fund were, in their personality, entirely separate. The most equitable course open for me is to give to all parties having contributed to the owners of the Australasia, on account of her damages, leave to intervene under the libel. If any of the underwriters of the Majestic wish to contest the question of her fault for the collision, or wish to contest the extent of the damages suffered by the Australasia therefrom, and can make a proper showing of the probable existence of either of these defenses, I will open up the decree to the extent of giving them leave to defend upon such terms relating to costs as would be equitable. I will permit the libellant, and the interveners under them also, to make the underwriters of the Majestic parties, for the purpose of ascertaining the respective amount of their liability, if there be any, on account of the injuries to the Majestic, and to require them to pay such amounts into the fund against which the lien runs. In this way, each underwriter can be compelled to pay his equitable portion of the loss on both ships, and will also receive his equitable

portion, by subrogation to the rights of the owner of the vessel not in default.

FLOTSAM AND JETSAM.

Ore shipments from Marquette last week aggregated 65,600 tons.

Chatham, Ont., will spend \$30,000 for water works improvements.

Capt. C. M. Ennes has been appointed to the command of the M. C. Neff.

Carkin, Stickney & Cram's dredge No. 17 has commenced work on Sandusky's harbor improvement.

David Sebastian, Jr., has been appointed to succeed John Sebastian, Jr., as caretaker of the Lake George crib lights.

Capt. C. J. Ennes will bring out the Rockefeller steamer Sir William Fairbairn, nearing completion at Wyandotte.

Capt. Gilbert Isham, at one time prominent on the Ohio River, died Sunday evening, August 16, at his home in Cincinnati.

The Buffalo Dredging Co. has sued the steamer Siberia on a claim of \$600 damages incurred by the Siberia sinking a mud scow last April.

Frank H. Doty, well known in Canadian shipbuilding circles, was killed at Hanlan's Point, Ont., on August 7, by an accidental blow from a capstan bar. He was 46 years old.

The Lake Michigan & Lake Superior Trans. Co. has reduced its rate on first-class freight between Chicago and St. Paul to 25c. The Lake Michigan Car Transportation Co. promptly met the rate.

Capt. D. P. Craine retires from the command of the steamer Ferdinand Schlesinger to take command of one of the new Rockefeller ships. Capt. Wm. Lund has been selected as master of the Schlesinger.

The work of rebuilding the Manistee piers above the water line has been completed. Four hundred and seventy-five feet of new piers were put in on the north side of the channel, and 225 feet on the south side.

The steambarge Liberty has taken a quantity of material, including shingles, brick, cement, pumps, etc., to Cana Island and Bailey's Harbor, where Mr. Richard Goll is in charge of some extensive lighthouse repairs.

Edward Chambers has been promoted to be keeper of the light station at Stannard Rock, Mich., vice Wm. H. Prior, transferred, and Joseph T. Bishop has been appointed keeper of the Point Iroquois light station, Michigan, vice Chambers.

The Edward Hines Lumber Co., Chicago, has purchased the entire season's cut of the mill of the Spaulding Lumber Company at Cedar River, the cut being estimated at 30,000,000 feet of excellent lumber. This will all be moved by water before the close of navigation.

On August 6, 1896, the steamer Shenango No. 2, off Erie harbor entrance, struck a shoal with less than eleven feet of water over it and thirty feet of water in close proximity on all sides. The shoal lies about a mile and a quarter from the outer end of the north pier, exactly on range of Presque Isle beacon and Erie range beacon No. 1.

Improvements in the harbor of South Haven commenced yesterday. New timber work is being built, and if the funds that can be used for this purpose are sufficient, it is intended to extend the piers from 200 to 300 feet further into the lake, making South Haven one of the best harbors on the east shore.

Mr. R. L. Hurst is in charge of the new lighthouse work at Plum Island, and has a crew of 30 men. The schooner S. B. Paige is carrying 164,000 brick from Kewaunee to the island. Nearly all the woodwork for these structures was consumed recently in the Green Bay Planing Mill Co.'s fire. The new work there will consist of an iron skeleton truss tower 70 feet high, which will be the upper light; a range for the lower light, fog station, keeper's dwelling, barn, boat-house, oil-house, etc. Capt. Martin Knudson, now keeper of Pilot Island light, will probably be transferred to the new light station when it is completed.

The lists of vessels and other information contained in Beeson's Marine Directory render it a complete and invaluable hand book of reference for any requiring information in regard to lake shipping—Marine Journal, New York. For sale at MARINE RECORD OFFICE, \$5.

THE LIBRARY TABLE.

The September Century abounds in articles of timely interest, and in an unusual variety of fiction. Mr. Richard Burton gives an account of the life of Mrs. Harriet Beecher Stowe, author of "Uncle Tom's Cabin," which is illustrated by several portraits, including the frontispiece, from a daguerreotype taken in 1852, and a facsimile of original manuscript of the story. Mrs. Joseph Pennell continues her story of a "Midsummer in Southern Spain," with illustrations by Mr. Pennell. Prof. Henry Fairfield Osborn describes "Prehistoric Quadrupeds of the Rockies," with curious pictures of the extinct beasts. The number also contains the second paper of E. J. Glave, describing his "Journey to the Livingstone Tree." "The Gold Fields of Guiana," by an Arizona miner, and "The Bicycle Outlook," discussed by I. B. Potter, chief consul of the New York division, L. A. W., are both of timely interest.

Arena for September presents the usual menu of good things, but its leading article is a discussion of "The Currency Question," by Wm. J. Bryan, the Democratic candidate for President, this being a reprint of the article contributed by him to this review in February, 1895. The number contains two full-page portraits of Mr. Bryan, and a eulogy pronounced by the editor. Other topics discussed are as follows: "Evils of Land Monopoly," Rev. W. B. Williams; "Is a Universal Religion Possible?" by I. N. Taylor; "Right of Women to the Ballot," by Chas. H. Chapman; "Free Silver and Prosperity," Wm. P. St. John; "Model Model Tenements," W. H. Tolman, Ph. D.; "Inherited Wretchedness; Should Consumptives Marry?" by Paul Vaquin, M. D., V. M.; "The Negro's Place in History," by Prof. Willis Boughton.

THE FIRST BRITISH YACHT.

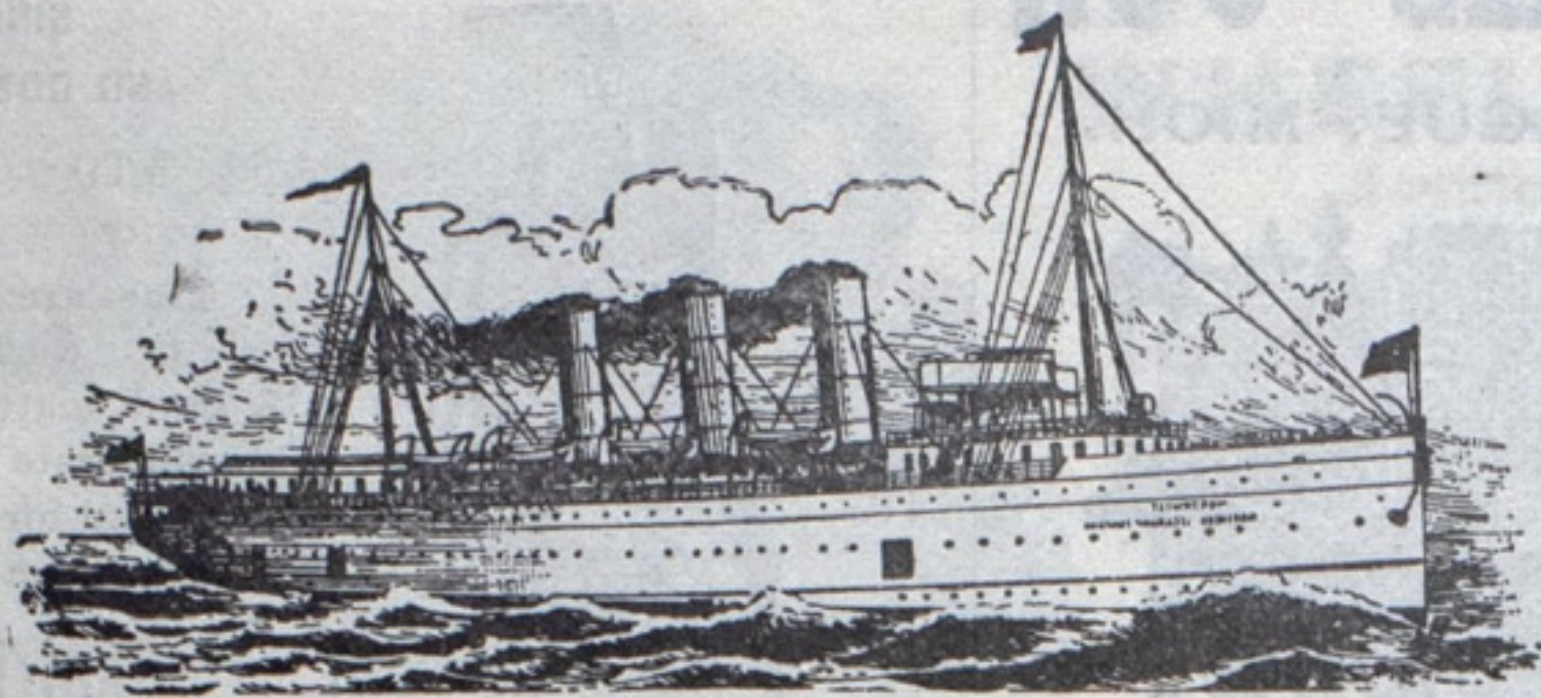
Capt. C. W. McKay, son of the celebrated shipbuilder, Donald McKay, and himself a designer and builder of many swift fore-and-aft vessels, has rediscovered the original British yacht. He says: "Phineas Pett, who invented the frigate, as is recorded on his tomb, also built the first yacht, as we now understand the term. When a young man Pett made a voyage to Levant. He was two years knocking about the Mediterranean and adjoining seas, during which time he industriously studied the war craft built by the Genoese and Venetians, who, at that time, were the greatest and most skillful shipbuilders in the world. On his return to England he was made Assistant Master Shipwright at Chatham, and, in 1603, he was commissioned to build a yacht for the young Prince of Wales, Henry, to disport himself in about London Bridge. The little vessel was carved, gilded and painted to the highest degree. She was twenty-eight feet long and twelve feet wide. The Prince christened her Disdain, and Pett was made captain."

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD by George F. Stone, Secretary Chicago Board of Trade, August 29, 1896:

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.
Albany		25,000	60,000		
Baltimore	1,291,000	1,469,000	208,000	44,000	
Boston	1,029,000	622,000	228,000		
Buffalo	1,265,000	434,000	230,000	109,000	206,000
afloat					
Chicago	12,962,000	5,718,000	1,392,000	358,000	26,000
afloat					
Cincinnati	9,000	1,000	12,000	4,000	11,000
Detroit	413,000	29,000	32,000	56,000	
afloat					
Duluth and Superior	4,621,000	20,000	232,000	234,000	155,000
afloat					
Indianapolis	403,000	61,000			
Kansas City	781,000	23,000	37,000	32,000	
Milwaukee	293,000	1,000		236,000	38,000
afloat					
Minneapolis	11,660,000	12,000	126,000	43,000	10,000
Montreal	237,000	56,000	187,000		36,000
New York	2,348,000	1,338,000	1,693,000	22,000	88,000
afloat	80,000	8,000	152,000		
Oswego	30,000	95,000			33,000
Peoria	166,000	60,000	381,000	18,000	3,000
Philadelphia	470,000	231,000	156,000		
St. Louis	2,931,000	845,000	103,000	18,000	
afloat					
Toledo	796,000	107,000	212,000	64,000	
afloat					
Toronto	108,000		65,000		22,000
On Canal	1,272,000	274,000	531,000	338,000	20,000
On Lakes	2,249,000	2,411,000	761,000	103,000	92,000
On Mississippi	160,000	124,000	33,000		
Grand Total	45,574,000	13,964,000	6,735,000	1,699,000	740,000
Corresponding date 1895	35,438,000	5,407,000	3,403,000	443,000	100,000

GRAHAM'S RAPID FUELING DOCKS, DETROIT RIVER, FOOT 21st STREET.

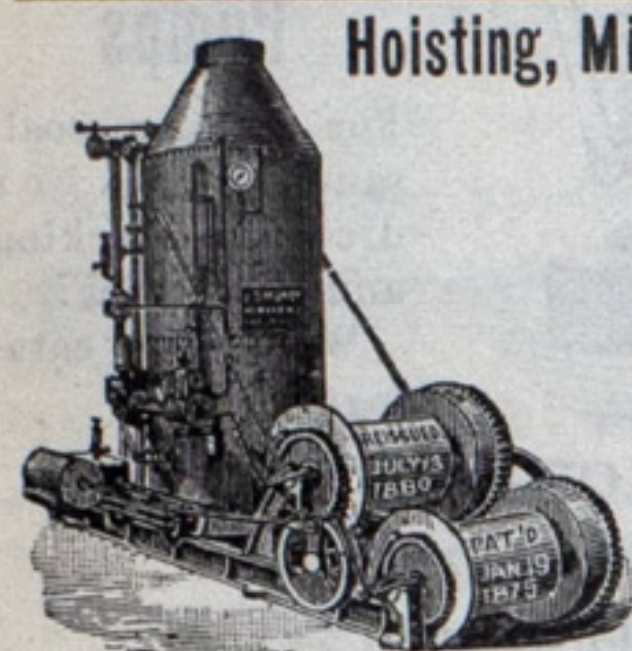


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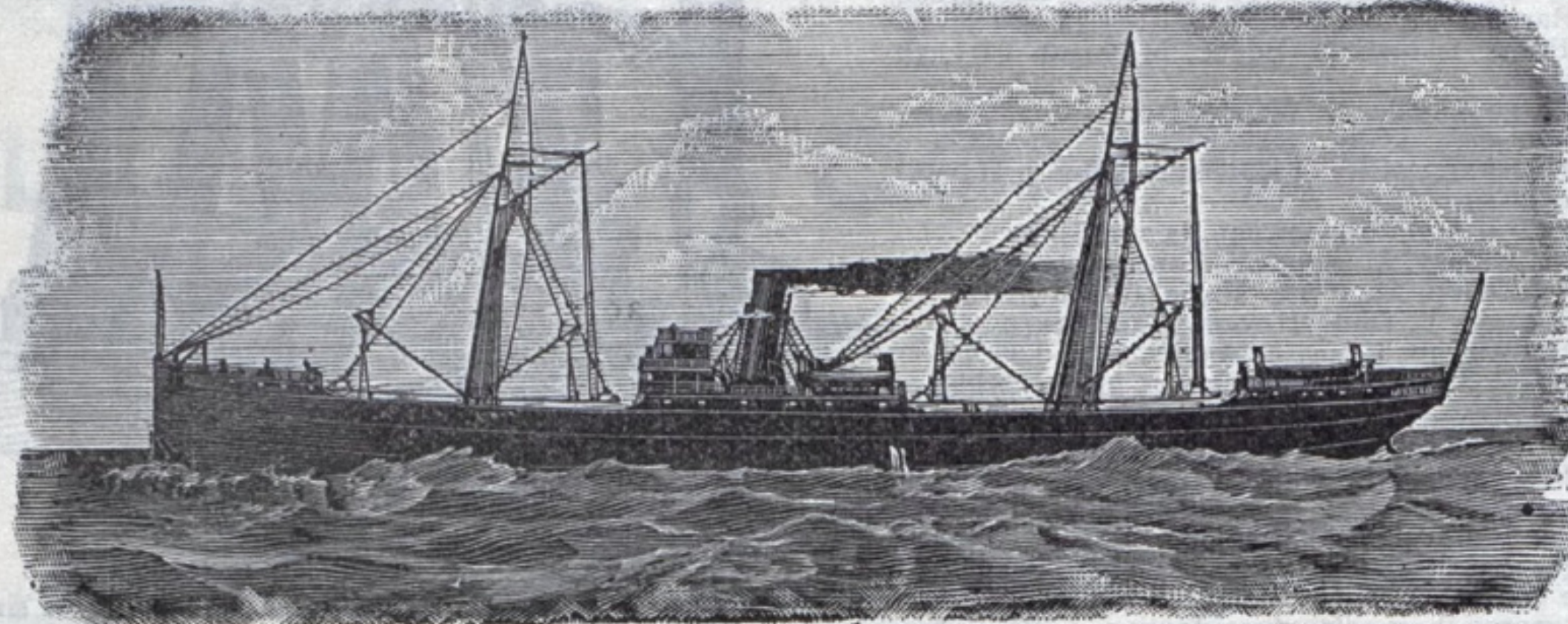
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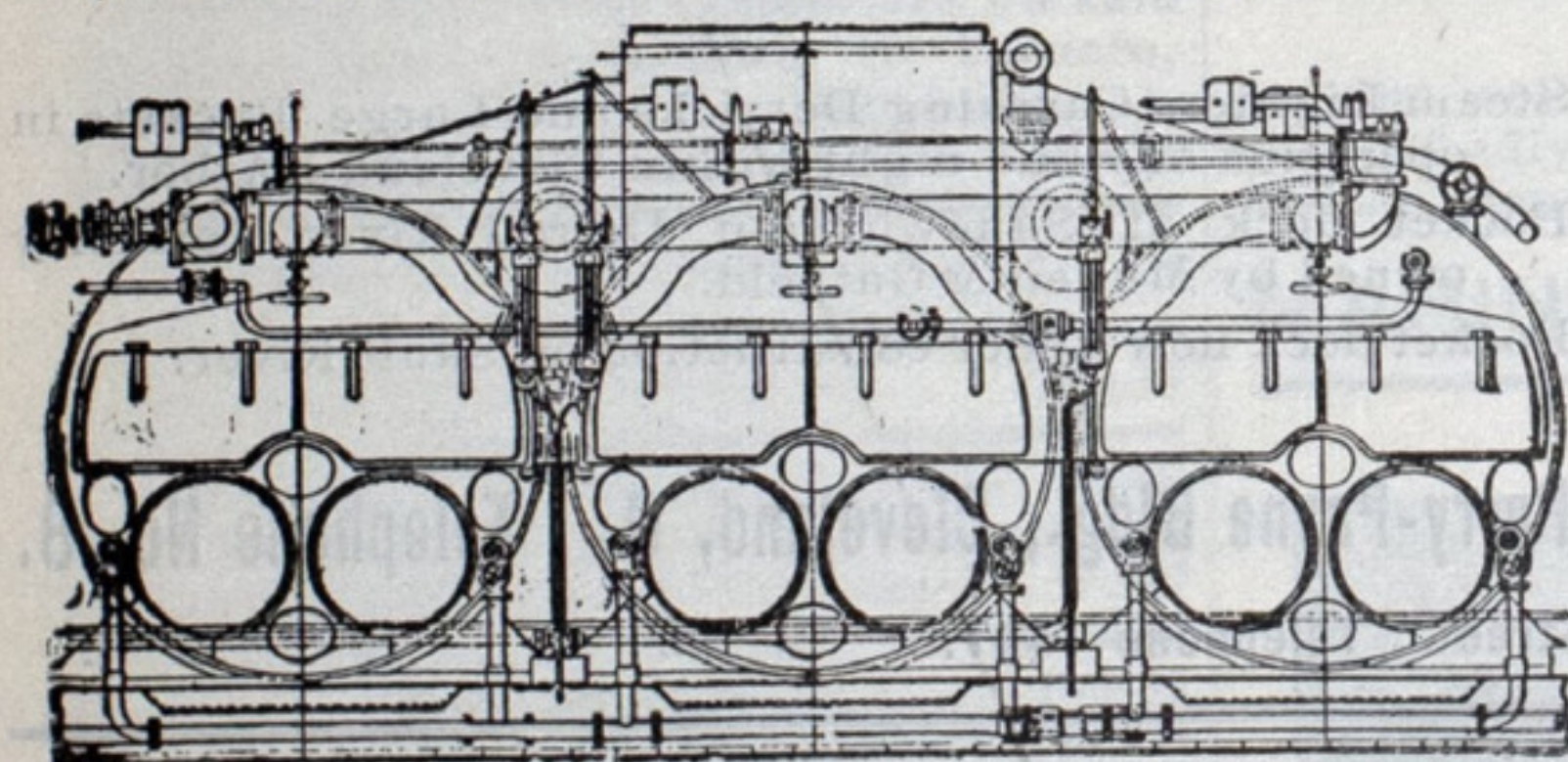
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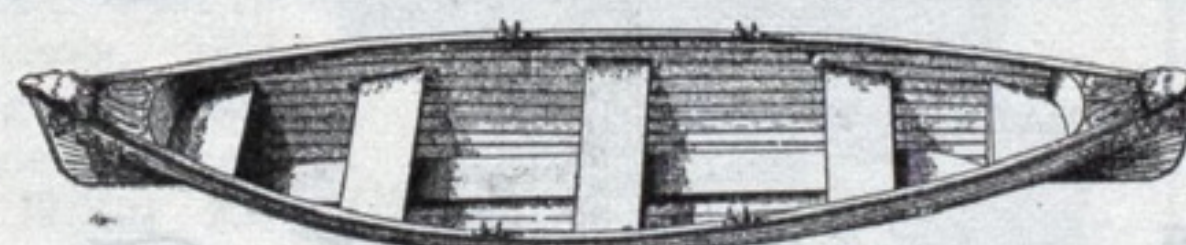
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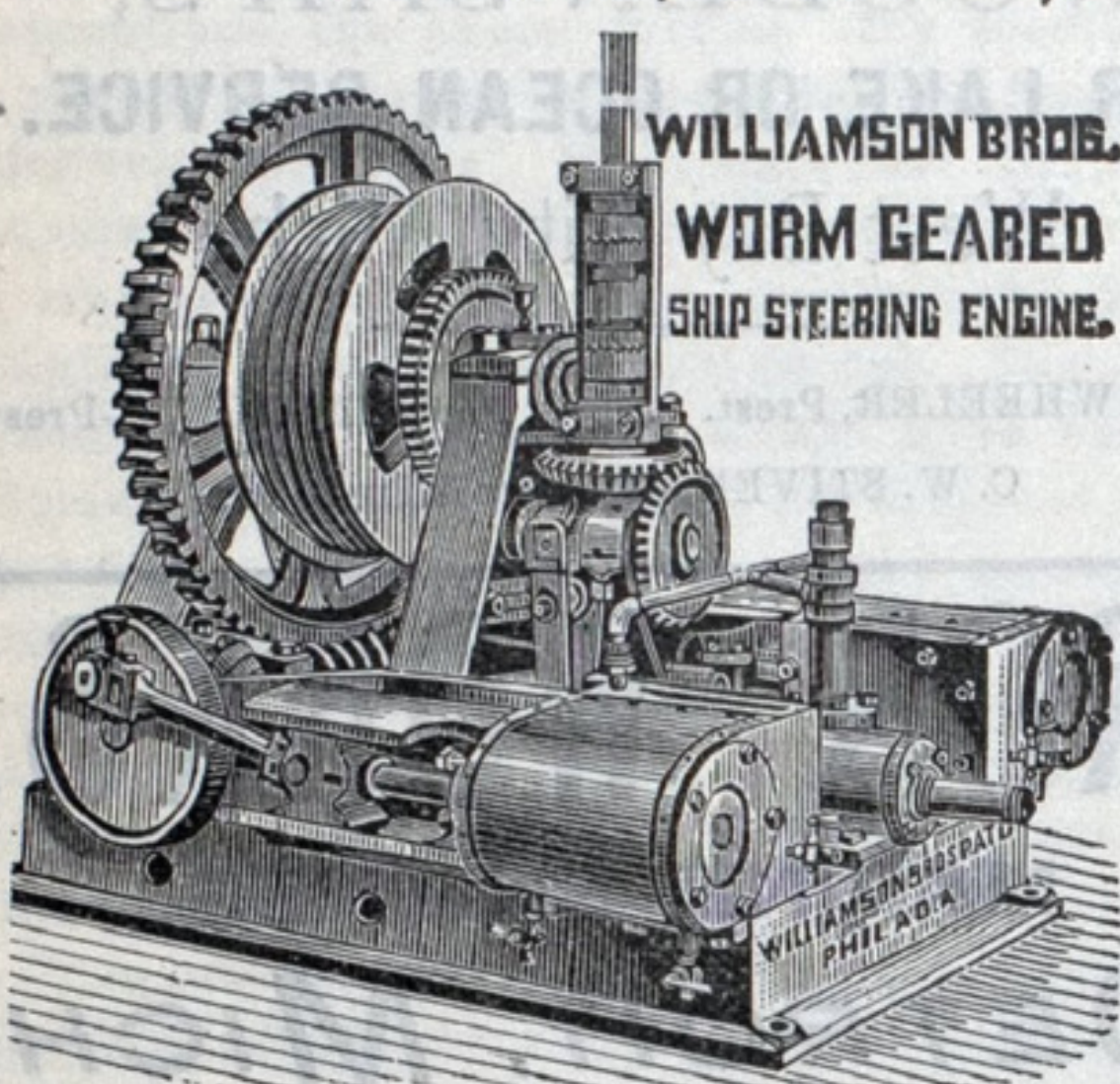


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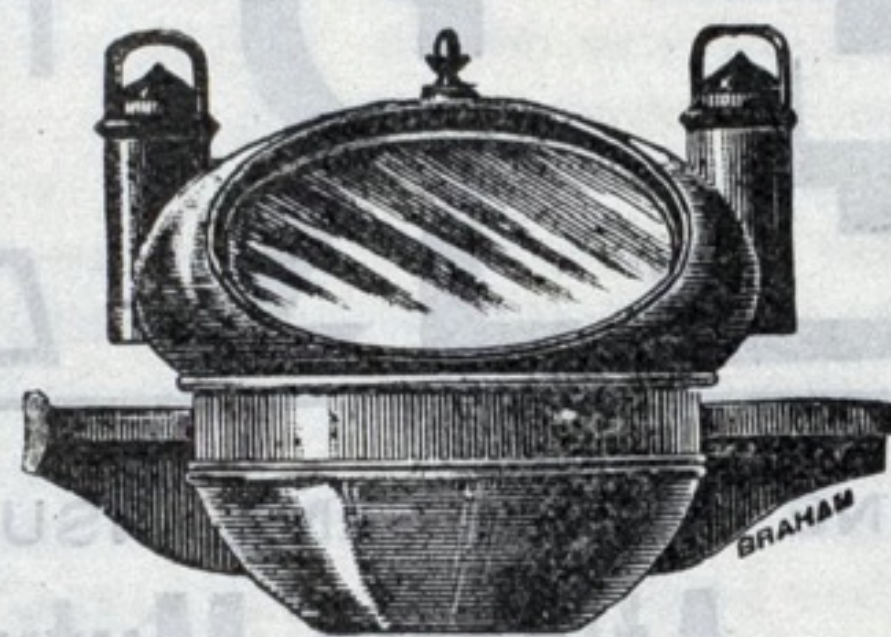
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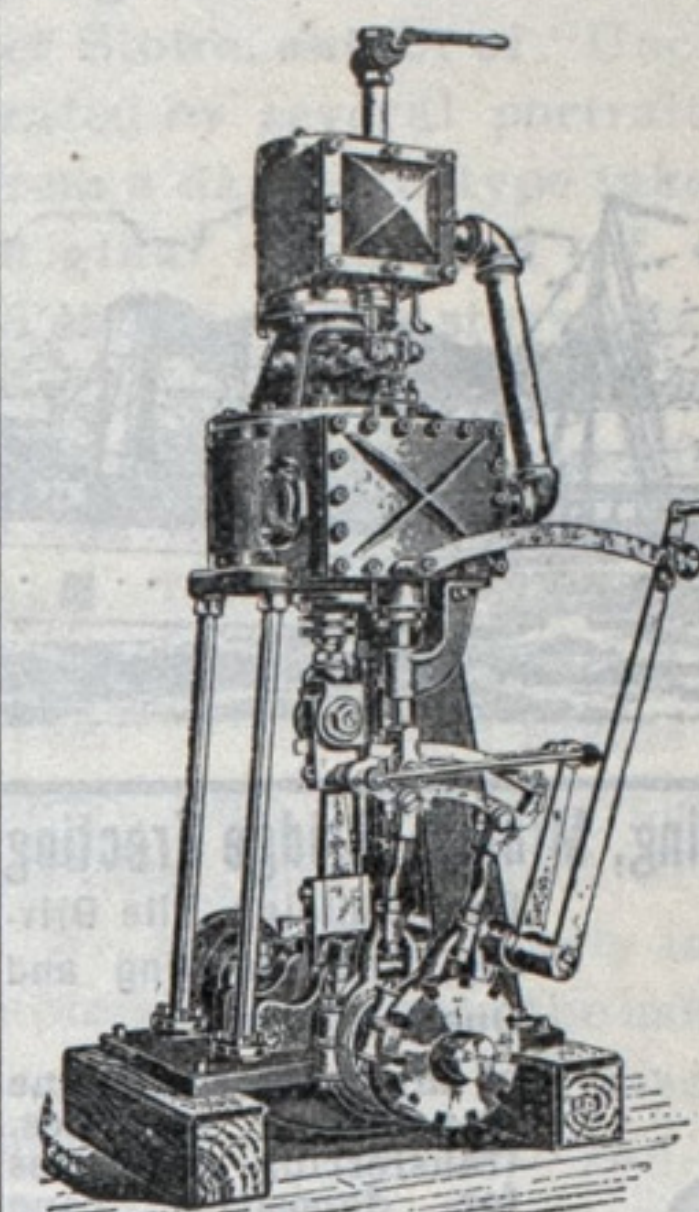
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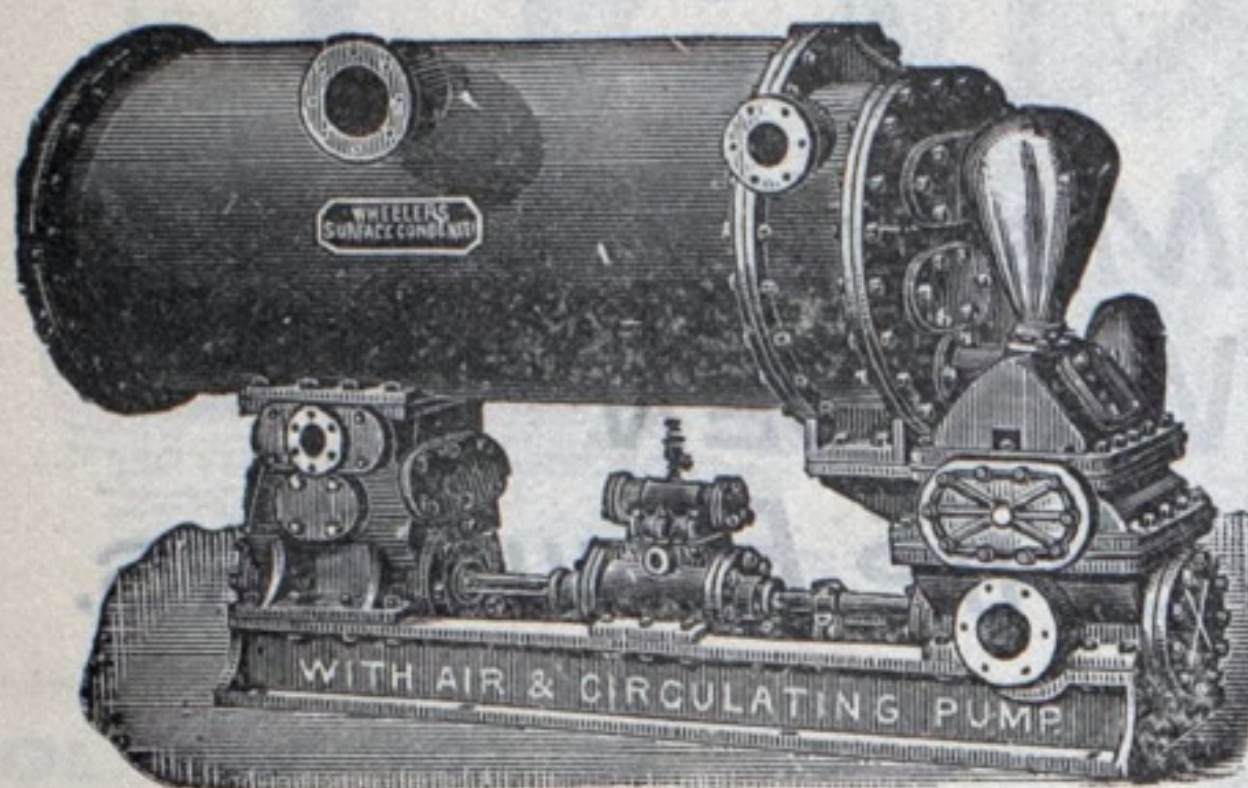
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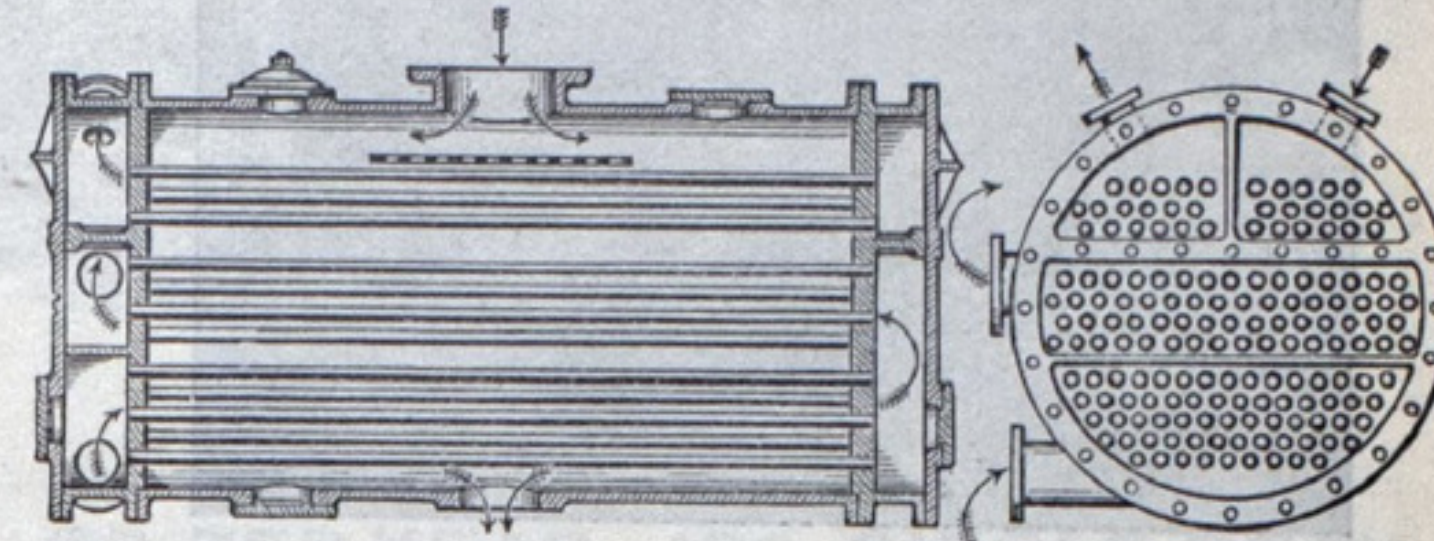
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Low rate excursion tickets are on sale
via the Nickel Plate Road to Toronto,
Canada, August 31 to September 3,
account the International Fair. 255-35

Toronto Fair, September 1 to 12.

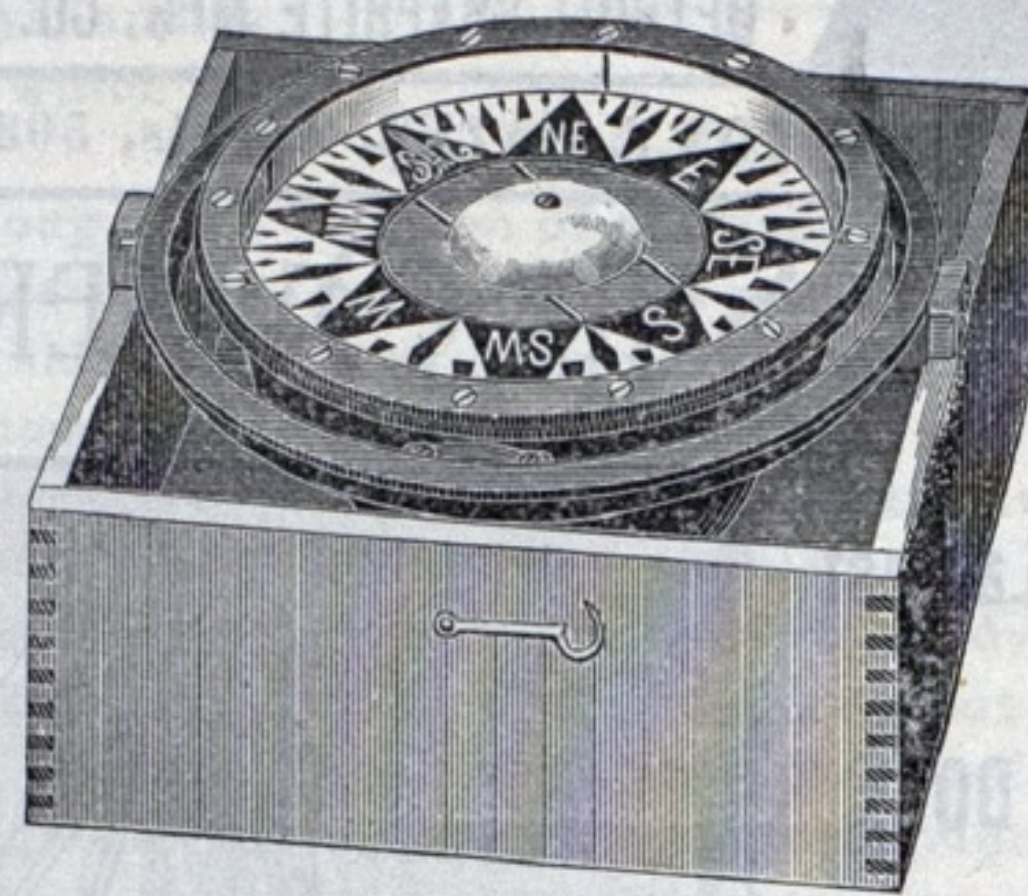
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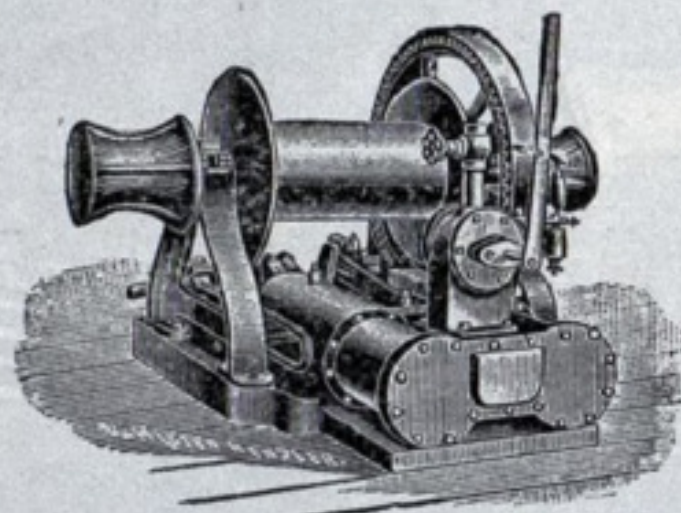
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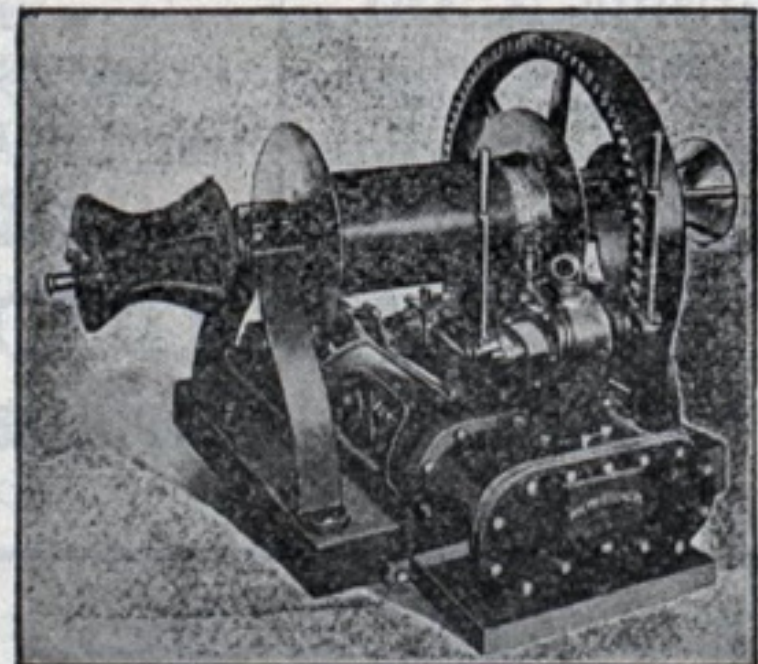
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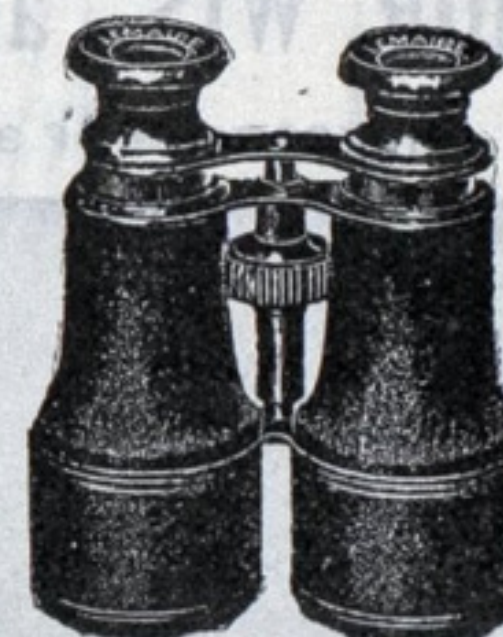
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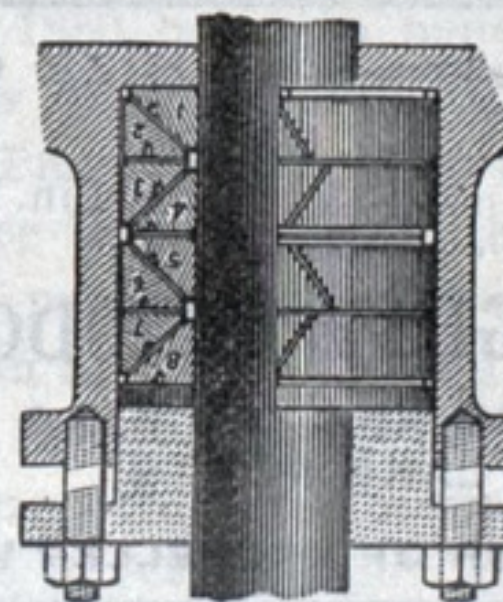
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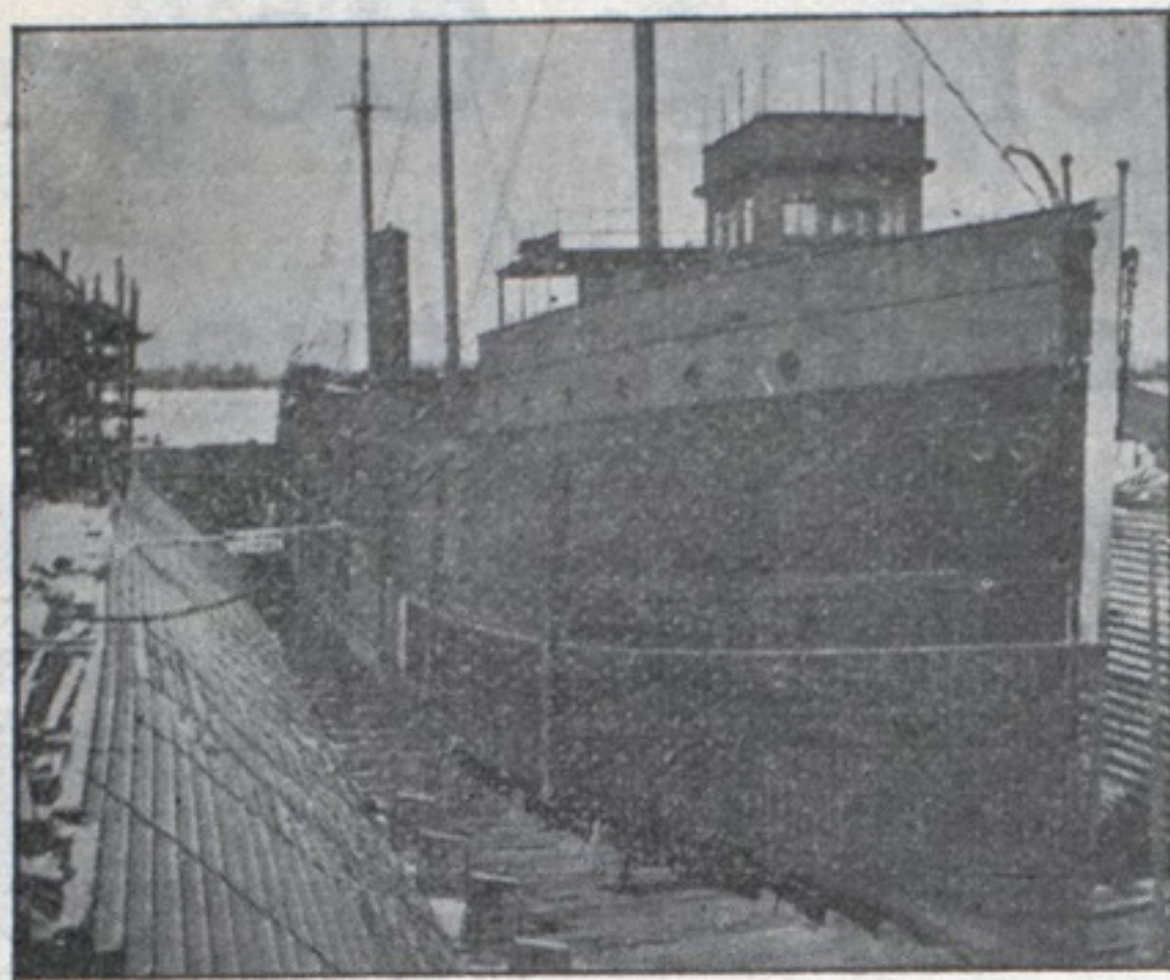
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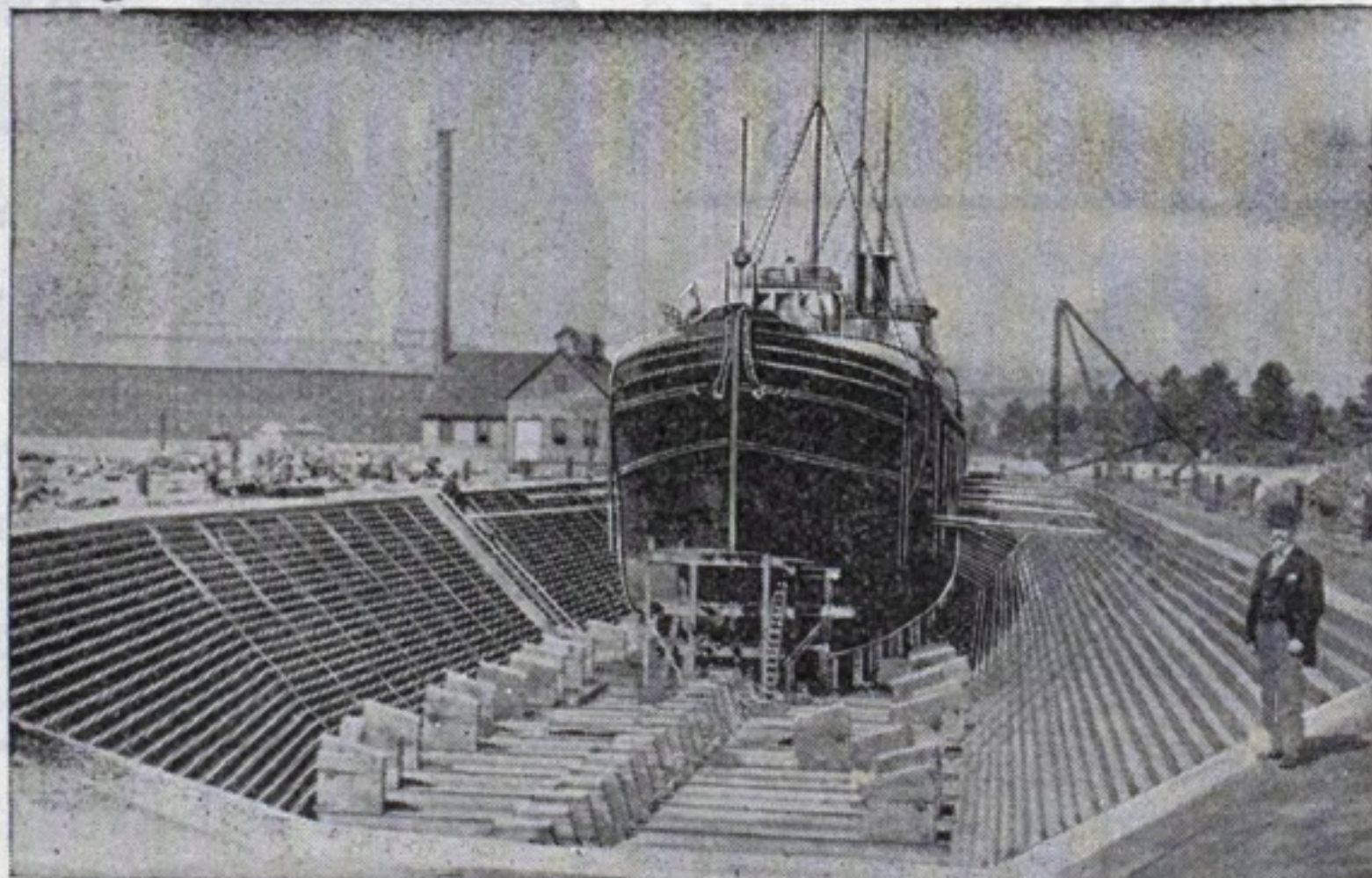
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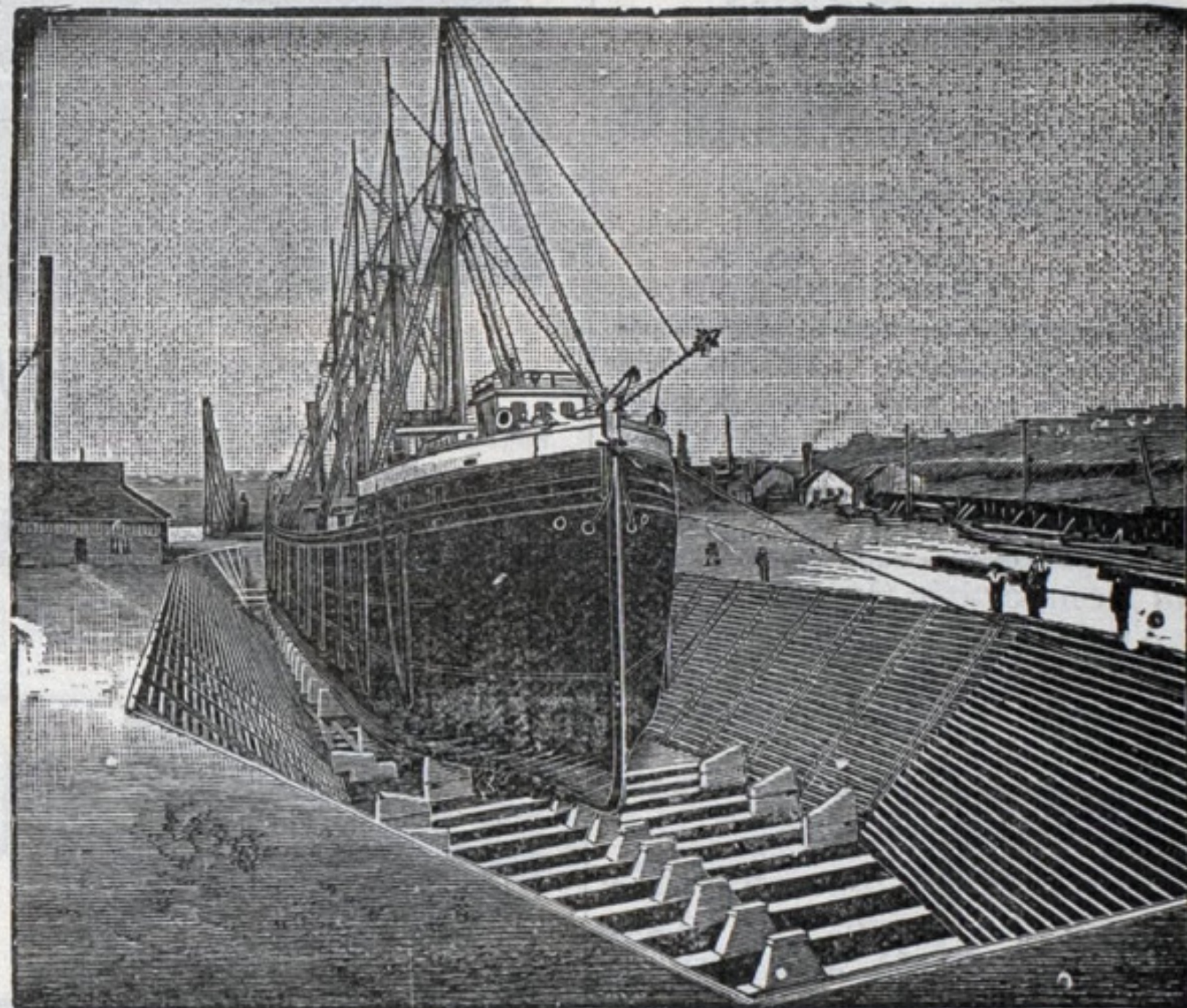
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